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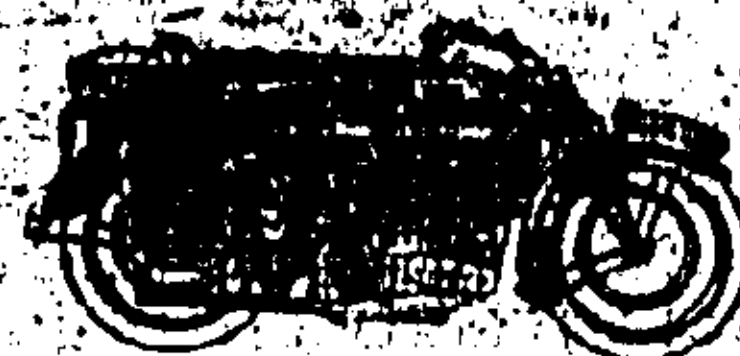
SATURDAY, JANUARY 10

1925

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STEAMER ASHORE.

THE "PRODUCE" GOES AGROUND.

The Norwegian steamer *Produce* (Capt. R. Winsnes), which left Kowloon yesterday for this port, went aground on the spit sticking out from Lo Sa Point, Point, opposite First Cliff, and not very far from the Staunoh island lighthouse in the West River.

The vessel had discharged a cargo of coal at Kowloon and was returning here in ballast when she suddenly struck, at noon yesterday.

As it was nearly high tide when she struck, and as she was in ballast, it with be hard to lighten her; and the master will be fortunate if he manages to get her off at highwater to-day. The extent of the damage is as yet unknown.

COLONY'S FINANCES.

THE LATEST FIGURES.

The Government's financial statement for September, published in the latest Government *Gazette*, shows that the revenue for the month was \$1,476,630, whereas the expenditure amounted to \$1,927,837.

The comparative statement of revenue and expenditure for the first nine months of last year shows that there were increases in Light Dues, License and Internal Revenue, Court Fees, Post Office, Rent of Government Property, Interest and Miscellaneous Receipts, but that decreases are recorded under the headings of the Kowloon-Canton Railway and Land Sales. The revenue from premia on new land leases was nearly \$1,000,000 less during the first nine months of last year as compared to the previous year. The total revenue for the nine months under review was only slightly higher than for the corresponding period last year. The expenditure during the first nine months of last year was nearly \$3,000,000 higher than during the first nine months of 1923, the respective sums being \$17,414,045 as against \$14,441,556. Over \$4,000,000 had been spent on Public Works Extraordinary, whilst the military contribution had accounted for \$3,388,672, the Kowloon-Canton Railway for over \$1,000,000, and the Police Department for over \$1,000,000. There were increases under most headings.

In spite of the increased spending, the revenue for the nine months had exceeded the expenditure by nearly \$1,000,000.

FRANCO-BRITISH CONFERENCE.

Paris, Jan. 9.
Mr. Winston Churchill specially called on M. Hurriot this afternoon and had an hour's private conversation.—*Reuter*.

BELLIOS PUBLIC SCHOOL.

THE ANNUAL REPORT.

This morning, the annual distribution of prizes in connection with the Bellios Public School took place, the function being held at Queen's College. The awards were distributed by Mrs. R. E. O. Bird, a former Head Mistress of the School.

THE REPORT.

The annual report was read by the Head Mistress (Miss H. F. Skinner), who stated:—Before proceeding to report, I should like on behalf of the staff and pupils to welcome Mrs. Bird back to Bellios; all are happy to see her here with them again.

School days this year numbered 189; an average daily attendance of 508 is shown. In December—the beginning of the school year—over 200 girls presented themselves for admission, of whom 109 entered the classes. The school had then its full complement of pupils; there are 583 on the roll. The health of the school has remained good throughout the year, and we have been entirely free from infectious troubles.

There have been few changes in organisation. The work during the course of the year has proceeded smoothly. Mention might be made of the cookery classes, which continue to be enthusiastically followed and enjoyed. The practical nature of the work may be judged by the fact that a three-course tiffin is usually prepared, which is partaken of by the cooks themselves.

The drawing and needlework in the school continue to give satisfaction. A high standard is maintained. In the small entrance hall you will find an exhibition of the work that has been done during the year.

Yearly examinations were held throughout the school in November and pupils promoted on the results. We congratulate those who were successful in obtaining the Government Scholarships for 1925, and the twelve Grant-in-Aid Scholars who came to us from Vernacular Schools. Last year Lady Stubbs presented a silver cup to be held by those who passed Matriculation; the cup this year will be held in turn by the three candidates who have just matriculated. In addition to the three Matriculation passes, the school has obtained five passes in the Junior.

In connection with the Locals, it is interesting to note that one of the Matriculation students of last year is now studying medicine at the University, and we hope her example will be followed by the new candidates.

One of the traditions of the school, I, as a new comer, am happy to find, is a willingness to help those in need. I should like to thank the pupils for their ready response in September to a somewhat hurried call for help in connection with the Canton floods. In addition to this they have contributed \$1,000 to the Ministering Children's League Fund this year, they maintain a cot in Great Ormond Street Hospital, London; another in the Netherdale Hos-

TEA PRICES.

MARKET POSITION EXPLAINED.

London, Jan. 9.
The newspapers continue to give prominence to the question of the high prices of tea.

A leading tea firm state that there was an increase of imports in the twelve months ended November 30th last, by 514 million pounds, chiefly due to crops coming forward much more quickly than usual, and a corresponding falling off is to be expected later. They say that from April to June there were surprising increases of exports, and it is anticipated that there will be a further demand from America and the continent as a result of propaganda and the revival of the Russian demand.

Large buyers were anxious to obtain supplies, and certain forward sales had been made running into 1927, but these were mostly Java and Sumatra teas, and only a small proportion of the total production. The decision of the bulk of Indian companies not to enter into forward contracts or next season's crop was regarded as very significant.—*Reuter*.

TO-DAY.

Closing Exchange 2s. 3. 15/16
Lighting Up-Time 5.37 p.m.

pital, Hongkong; and an orphan in the Kewloon Home.

On the staff there have been several changes during the course of the year. In July, Miss Clarke left to be married, and I took over her work in September. Miss Clarke has been associated with the Bellios Public School for ten years, since 1918 as Headmistress. All join me, I know, in wishing her every happiness during the few months she is remaining in Hongkong, and long years of happiness and health for herself and her husband when they return Home.

In the summer term, Miss Wong and Miss Kong left, the existing vacancies on the staff being filled by Miss Yim Hang-ho and Miss Hung Man-tui. Mrs. Adams resigned in November, and Miss Brennan was transferred to Quarry Bay school in December. Miss Lewis and Miss Hughes, who are just out from Home, joined the staff last month. Miss Cheung Lai-ching was appointed as Vernacular Mistress to Standard 1, this being a new class formed in December.

In conclusion, I most earnestly thank Mrs. Bird for the help and experienced advice she has so willingly given me whenever requested; and also I should like to express my appreciation to each member of the staff for their loyal and sympathetic support during my first term at Bellios—their attitude has made the term for myself a most enjoyable period of work. Our thanks are due to Mr. Tanner, the Headmaster of Queen's College, for the use of the hall this morning; and to all subscribers to the Prize Fund.

"POPPY DAY"

HONGKONG'S FINE EFFORT.

From Mr. H. Glenville, Chairman of the Hongkong Poppy Day Sub-Committee, we have received a copy of a letter dated 4th December received from the Organising Secretary of the Appeal Department of the British Legion in London, expressing warm thanks for cheques of £2,000 and £553 as a result of the recent Poppy Day drive in Hongkong. The letter further states:—"It is difficult to express in words how much the splendid help of you and your Committee, in making possible the raising of so large an amount, is appreciated. The generous response made by the residents of Hongkong and district has been reported to Lord Haig, and doubtless his own letter of thanks will follow in due course. In the meantime, I am asked to say that this magnificent total will not only help considerably in the work of alleviating distress amongst ex-Servicemen, their dependents, and the widows and children of the fallen, but is a great encouragement to the 1,800 voluntary relief committees over here in this country who administer the money, to feel that the work they do on behalf of the British Legion and ex-Servicemen is considered worthy of such continued financial support from Hongkong and district. May I say through you to all who contributed that this collection will bring renewed hope to many ex-Servicemen this winter?"

Mr. Glenville further states that since the last figures were published the following further amounts have been remitted to London:—Hongkong (Addl), £283 10s; Hangchow, £38 12s; Wuhu, £57 15s. The total remitted from Hongkong alone to date is £2,611 3 10d. and the total from Hongkong and China to date is £3,250 15 0d. There still remain various small amounts to be collected and it is anticipated that the final total will exceed £3,300.

NO SUCCESS.

GERMAN CABINET PROBLEM.

Berlin, Jan. 9.
Herr Marx has informed President Ebert that he is unable to form the so-called business government.—*Reuter*.

Berlin, later.
Herr Marx's decision is the sequel to a declaration this afternoon by Herr Stresemann's People's Party that they will oppose a government composed of the Centre Party or Democrats or including the Under Secretaries as Ministers. As a result, whatever Cabinet Herr Marx formed would be in a minority in the Reichstag, as the smaller parties also oppose it.

Herr Stresemann apparently holds the key to the situation, which is most uncertain. It is reported that President Ebert will request the Finance Minister, Herr Luther, to form a Cabinet. Herr Luther is a non-party man, to whom Nationalist tendencies are attributed. His government certainly would vote to the Right and encounter the bitter opposition of the Socialists and Democrats.—*Reuter*.

ESCAPE FROM ROBBERS.

LOCAL COMPADORE RETURNS.

Captured by robbers whilst worshipping at the tombs of his ancestors, and held a prisoner for four days within their camp, Mr. Mok Tung-tai, well-known in the Colony as the compadore of Messrs. P. Servanin and Company, returned yesterday to tell an interesting story of his escape. Completely disregarding warning from the experience of many others who had occasion to return to their homes in the country Mr. Mok left the Colony on the 30th December last to go to his native village in Sainam near Shamshui, and whilst worshipping at the shrine of his ancestors, situated a few miles from the village, he was surprised by a gang of robbers. The rites conducted with priestly aid were well under way at the time and the approach of the gang was not observed. They surrounded the worshippers, and leaving the monks behind, took Mr. Mok into their camp, which was isolated in a depress on in the hill-side. The capture of Mr. Mok was stated by those of the robbers who spoke to their prisoner to be in connection with an attempt to raise funds, but whatever the object was, it was not realised, for within four days of his captivity Mr. Mok made his escape in a very simple manner.

Whilst the robber chief was away, the watch over the prisoner was entrusted to one of his subordinates, a young man whose lot amongst the band was possibly not a happy one. An understanding was reached between the guard and the prisoner, which resulted in the payment of a small bribe to permit the latter to escape. That same night, Mr. Mok found his bonds loosened, and he fled in company with his late guard. He eventually reached his home village and from this point took junk steamer connection with Hongkong, arriving here yesterday, very little the worse for his experience.

ASSASSINATION RUMOUR.

REPORTED DEATH OF MUSSOLINI.

Paris, Jan. 9.
It was rumoured here this morning that Signor Mussolini had been assassinated, but it is ascertained that he telephoned personally to one of the Italian representatives of the Allied Finance Conference this afternoon.—*Reuter*.

WEST RIVER FIGHTING.

RIVAL TROOPS CLASH.

A clash between General Luk Wing-ting and General Wong Shiu-hun's forces occurred 20 miles above Wuchow, on the Foo River the day before yesterday. The result was indecisive, but each side is said to have had about 100 men killed or wounded. Wong has now obtained more reinforcements at Wuchow.

Bulls and Inners

From the Office Butts.

There is no truth in the report that the menu cards provided at a recent St. George's Dinner, were left over from November 30.

We've heard quite a lot about Peak folk taking the tram but when it comes to taking the palm we really think something ought to be done about it.

You can always tell a school teacher, but you can't tell him much.

The man who invented mince pies is, unfortunately, still at large.

According to a contemporary, the dollar was worth 2s. 3.16/16d. on Monday. It soon reached 2s. 4d.

Features of the English Ball were the American dances and the Scottish beverages.

Reporting the second Test Match, a local journal stated that Sutcliffe's defence was "as solid as a rock." Hence the crowing, we presume.

Un-Lock-hing doors and windows seems to be the latest pastime of our criminal gentry.

A French chef is now said to have invented banana fritters. Almost enough to make Hongkong break off relations with our Allies.

We can't decide whether foolish Hongkong girls are popular, or whether it's being popular that makes them foolish.

If our robbers show much more daring, lots of people with platinum plates will be afraid to open their mouths.

There should be a new ordinance forbidding shroffs to wear rubber heels.

Judging from the language round this office, quite a number of this year's resolutions must have met with an accident.

Lot of Hongkong bachelors managed to get through Leap Year unscathed.

An elephant consumes about 200 pounds of chow a day, which probably accounts for the high waste-line.

The worst about 1925 is that it makes your car a last year's model.

This Week's Book:—"Taking the Palm," by P. Kotell-Boards.

"Arabic is written without vowels," says a popular magazine. But then so is our Motor Car Competition.

What about someone inventing eyeshades for pumelo eaters?

Funny, no-one writes to the papers about water shortage in the winter. But then most folks have bathed already.

Our jewellers are now looking forward to a busy time with all those Christmas wrist watches hanging around.

These sporadic cases of virulent spirituality would lead one to believe that there is more rabies about than reported.

Hark, hark, the harpers remark, the glongarries have come to town.

There is no truth in the story that members of the Shroffs' Guild are agitating for more courteous treatment.

We'll say not: The shroff, though he may be an unwelcome visitor, is always invited to call again.

MackWhirter says, this Motor Car Competition reminds him that to the pure all things are pure, but to the simple all things are complicated.

Talking to a tailor yesterday, we were reminded that the self-made man relieves the Almighty of a terrible lot of responsibility.

According to the *Daily Press*, the first item on the dance programme of the St. George's Ball was "Oh! why did I kill that girl!"

Don't waste time finding fault with yourself. That's what your friends are for.

A popular man is he who uses the truth with discretion.

Our idea of inducing economy in the moving picture business is to show the old films again instead of the same old plots.

Why worry over Wembley when we can see rodeos free on our Praya?

The best way to stop Mussolini is to feed him on cold spaghetti.

The trouble about Spain in Morocco is that there isn't nearly enough of it.

We understand that local members of the R. A. O. B. are very indignant at all this talk of wild buffaloes.

Our fingerprint experts agree with shopkeepers that most robbers leave very poor impressions behind.

A good deal of human carelessness is blamed on providence.

Some girls are mighty particular about whom they will marry until somebody asks them.

A tomato and potato plant has been produced in Scotland. A fortune awaits the ingenious individual who can raise one bearing haggis and porridge.

Apropos a current discussion in a contemporary, a reader makes the alarming discovery that Moses had a wart on his nose.

He also states that the All Blacks Rugby Team are all right seeing as 'ow most of them have olive complexions.

Now that the festive season is over, throat swabbing is no longer popular in Kowloon.

In view of a recent discussion, it seems to us highly probable that in future our children may be asked their views on the desirability of attending school.

They're taking the roof off the City Hall. Why? Because it ain't gonna rain no mo.

All these different changes in Russia make it difficult to tell vitch is vitch.

Lots of people will be unhappy in Heaven when they discover that there is no further need to argue about religion.

Turkey may not be indigestible, but it only takes two of them to keep a whole neighbourhood awake at night.

The older you get the more awful is the younger generation.

A Yaumati coolie poisoned himself the other day. This proves that they don't forget everything.

Love is a disease but married men gain immunity.

They that wed often live snappily ever after.

ENGLISH AND SCOTTISH LAWN BOWLS TEAMS



Above are seen the players who took part in the recent lawn bowls match between English and Scottish teams at Kowloon, when the former secured a victory. (Photo: Ah Leung's Studio.)

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 has Nought but Fire and Ice; 3.—I Sing of a
 Maiden; 4.—My Loman is So True.
- HUBERT EISEDELL**
 Tenor.....With Piano
- D.1492 { **A SPRAY OF ROSES**
FLOWER AND STAR
NORMAN ALLIN
 Bass.....With Orchestra
- L.1591 { **THE MEISTERSINGERS**
 The Elder's Song (Act 2);
 Madl Madl (Act 3). Sung in English
- THE KEDROFF QUARTETTE**
 In Famous Russian Songs
- L.1577 { **SONG OF THE VOLGA BOATMEN** (Ei
 Ouchnem) In Russian. (Unaccompanied.)
OLAF TRIGWASON (Norwegian Ballad) In
 Russian. (Unaccompanied.)

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GOVERNMENT HOUSE
BALL.

LAST NIGHT'S FUNCTION.

The first ball of the New Year
 was held at Government House
 last night and proved a brilliant
 spectacle, the gay colours of the
 ladies' gowns mingling kaleidosco-
 pically with the scarlet and blue
 and gold of uniforms and the
 more sombre black and white of
 the civilian guests.

The guests were received at the
 stairhead by H. E. the Governor
 and Lady Sevon, acting for Lady
 Stubbs, who is at present in Eng-
 land, and from there passed to the
 ball-room, which was banked with
 yellow chrysanthemums and
 ferns, while overhead were hang-
 ing baskets containing white
 flowers of the same variety.

An excellent programme of
 dance music was provided by the
 Marine band of H.M.S. Hawkins
 as follows:

- Extra Valse Out of the Shadows.
 1.—Fox Trot Marcheta.
 2.—Fox Trot Cover me with
 Klagen.
 3.—Valse Moonlight Memories.
 4.—Fox Trot Nights in the
 Woods.
 5.—Fox Trot Somebody
 Stole my Girl.
 6.—Fox Trot My Carlton Girl.
 7.—One Step Would.
 8.—Valse Through the Night.
 9.—Fox Trot It ain't goin'
 to rain no mo'.
 10.—One Step Oh Harry
 11.—Fox Trot Tell her at
 Twilight.
 12.—Valse The West, a Neat,
 and You.

God Save The King.

The following is an alphabetical
 list of those invited:

Mr. and Mrs. C. J. Miss de
 Albuquerque, Lieut. D. J. Allfree,
 Mr. C. G. Alabaster, Mr. and Mrs.
 R. E. Atwell, Mr. T. W. Ainsworth,
 Mr. and Mrs. and Miss M. E. F.
 Airey, Miss K. M. Anderson, Mr.
 and Mrs. E. L. Agassiz, Surg.
 Comm. G. P. Adshend, Dr. Dalma-
 hoy Allan, Mr. J. W. Alabaster,
 Dr. and Mrs. J. Addison, Lt.
 Comm. C. P. Allyn, Lieut. G. P.
 Cortlandt, Anderson, Dr. J. W.
 Anderson, Lt. Comm. C. Alexander,
 Mr. and Mrs. G. S. Archbutt, Lieut.
 Agnew, Mr. and Mrs. Alcock, Inst.
 Lieut. C. E. Abelson, Miss Susan
 Addis.

Comm. C. E. Brooke, Eng. Capt.
 G. H. Bromwich, Lt.-Col. Mrs. and
 Miss L. G. Bird, Capt. R. N. and
 Mrs. C. G. Brodie, Hon. Mr. and
 Mrs. H. W. Bird, Mr. and Mrs. Vernon,
 Mr. L. H. V. Booth, Mr. and Mrs.
 and Miss C. B. Brown, Surg. Capt.
 and Mrs. H. S. Bumiston, Mr. B. O.
 Blaker, Mr. and Mrs. R. E. O.
 Bird, Lieut. D. H. V. Buckle, Mr.
 and Mrs. J. W. C. Bonnar, Mr. E.
 and Mrs. L. Bagot, Col. and Mrs.
 C. Russell Brown, Mr. and Mrs. J.
 Bartholomew, Lt.-Comm. H. B. S.
 Beresford, Mr. and Mrs. H. S.
 Bennett, Mr. and Mrs. and Miss
 R. Baker, Mr. and Mrs. Sveve
 Berg, Mr. and Mrs. S. Baker,
 Capt. C. S. F. Bensley, Mr. and
 Mrs. W. H. Bell, Mr. D. G. Bruce,
 Miss A. H. Brennan, Mr. L. R.
 Blacking, Mr. and Mrs. Cedric
 Blaker, Mr. and Mrs. C. H. Ben-
 son, Mr. M. J. Breen, Dr. and Mrs.
 G. D. R. Black, Mr. and Mrs.
 and Miss H. Birkett, Eng.-Comm. D.
 C. Bennett, Capt. R. D. Bennett,
 Capt. Bennet, Lt.-Col. and Mrs.
 Baccus, Mr. H. R. Butters, Lt.-
 Col. F. S. Montague Bates, Miss
 P. W. Brown, Mr. T. S. Bustard,
 Mr. and Mrs. L. Balnes, Mr. and
 Mrs. E. S. C. Brooks, Lt.-Comm.
 C. W. Bower, Mr. and Mrs. J. L.
 Bromfield, Mr. and Mrs. B. D. F.
 Beith, Mr. G. A. Benson, Miss E.
 M. Bain, Mr. D. H. Blake, Miss G.
 Brice, Lt.-Comm. N. A. Beal, Mr.
 and Mrs. L. C. F. Bellamy, Com-
 mander and Mrs. J. G. Bower,
 Lieut. P. A. Berry, R.N., Pay-
 Comm. and Mrs. W. J. A. Brown,
 Lieut. and Mrs. J. T. Bigg, Lieut.
 Comm. O. P. Bush, Major and Mrs.
 and Miss Bourchier, Eng.-Comm.
 F. N. B. Buckmaster, Lt. Comm.
 and Mrs. M. W. Ballward, Capt.
 and Mrs. W. W. Bacon, Mr. and
 Mrs. A. H. Barlow, Lieut. and
 Mrs. Blacklock, Comm. L. H. B.
 Bevan, Mr. P. H. Bartlett, Miss
 G. M. Blake.

Hon. Sir Paul Chater, Hon. Mr.
 and Mrs. H. Cressy, Comm. Ste-
 fano Cavaro, Mr. A. Cameron,
 Major R. C. Campbell, Mr. and
 Mrs. E. Cock, Mr. and Mrs. E. W.
 Carpenter, Mrs. J. H. Cormack,
 Mr. and Mrs. A. R. Cavalier, Mr.
 and Mrs. A. H. Crook, Mr. and
 Mrs. A. H. Compton, Mr. and Mrs.
 W. J. Carrie, Mr. and Mrs. Stan-
 ley Collett, Mr. T. F. Claxton, Mr.
 and Mrs. P. S. Cassidy, Capt. and
 Mrs. J. E. Chippindall, Lieut.
 Comm. J. Creswell, R.N., Miss C.
 M. Crawford, Major and Mrs. A.
 L. Cruickshank, Capt. G. A.
 Clements, R.G.A., Mrs. and Miss
 Willmott, Lieut. A. Cottam, Mr.

and Mrs. C. Champlin, Lieut. Clut-
 ton, R.N.F.C., Mr. and Mrs. F.
 McD. Courtney, Mr. H. R. Cleland,
 Mr. D. H. Cameron, Mr. and Mrs.
 H. Conant, Mr. Yven Du and Mrs.
 Courthial, Mr. and Mrs. A. E.
 Carleton, Lieut. Chidson, R.A.,
 Lieut. Col. A. S. Cantrell, R.N.,
 Mr. and Mrs. H. A. Cartwright,
 2nd. Lieut. D. S. Campbell, Capt.
 and Mrs. J. O. Carpenter, Lieut.
 Comm. and Mrs. H. B. Crane,
 Lieut. R. D. S. Crosse, R.N., Pay
 Lieut. Churcher, Miss Cuthane.

Lieut. Colonel Dobbin, R.A.,
 Mr. H. B. L. Dowbiggin, Mr. and
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 J. D. Danby, Mr. and Mrs. R. M.
 Dyer, Mr. and Mrs. G. W. Drol-
 lette, Mr. and Mrs. J. Dunne,
 Mr. and Mrs. H. L. Dennys,
 Mr. and Mrs. G. B. Dunnell,
 Capt. and Mrs. and Miss T. R.
 Davis, Mr. and Mrs. G. M. Dalgety,
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 E. L. E. Davies, R.G.A., Mr. and
 Mrs. Gordon Duclos, Mr. and Mrs.
 J. Day, Mr. and Mrs. O. W. Davich,
 Flag-Lieut. E. Dangerfield, Lieut.
 C. H. Dickens, Lieut. and Mrs.
 L. J. Dalison, R.N., Capt. R. C.
 Davenport, R.N., Professor and
 Mrs. Digby, Mr. Donaldson, Lieut.
 Draye, Mr. R. C. Dewhurst, Mr.
 T. W. Doyle.

Mr. and Mrs. C. H. Elliott, Mrs.
 Ellis and Misses Dorothea and
 Margaret Somers, Lieut. E. Edmon-
 stone, R.N., Vice-Admiral Sir Allan
 F. Everett, K.C.M.G., K.C.V.O.C.B.,
 Major and Mrs. H. R. Edwards,
 R.A.M.C.

His Excellency Major-General
 Sir John and Lady Fowler, Lt.-Col.
 F. G. Fitz-Gerald, Mr. J. W.
 Franks, M. et Mdm. M. Fitzhenry,
 Capt. and Mrs. W. A. Fausset, Mr.
 A. Forbes, and Miss Majorie H.
 Forbes, Mr. and Mrs. R. A. D.
 Forrest, Mr. and Mrs. A. H. Fer-
 guson, Mr. and Mrs. J. A. Frazer,
 Mr. and Mrs. L. Forster, Lieut.
 E. C. Frederick, Mr. J. Fleming,
 Mr. J. C. Fletcher, Mr. L. W.
 Franklin, Mr. and Mrs. W. Faid,
 Dr. J. B. Fehly, Mr. and Mrs.
 Roydon Farrant, Capt. S. Feary,
 R.E., Miss G. Fothergill, Lieut.
 I. B. Farrant.

His Honour, Mr. Justice and
 Mrs. H. Compertz, Mr. V. M.
 Grayburn, Mr. R. H. L. Compertz,
 Mr. and Mrs. H. E. Goldsmith,
 Miss A. M. Grant, Major and Mrs.
 T. C. Greenwood, Mr. and Mrs.
 R. E. Greensmith, Lieut. H. C.
 Gould, R.A., Miss E. C. Goodfellow,
 Mr. and Mrs. W. D. B. Goodfellow,
 Mr. and Mrs. W. G. Goggin, Lt.

The Genuine Old English Family Medicine.

NORTON'S CAMOMILE PILLS

Have been before the Public for nearly

ONE HUNDRED YEARS

and are prepared from

ENGLISH GROWN CAMOMILE FLOWERS.

NORTON'S CAMOMILE PILLS

The most certain Preserver of Health,

A mild, yet speedy, safe and effectual

CURE OF INDIGESTION

Dyspepsia-Biliousness-General, Debility-Costiveness-Headache,

AND ALL STOMACH AND LIVER COMPLAINTS.

A PURIFIER OF THE BLOOD, AND A SWEETENER
 OF THE WHOLE SYSTEM.

To be obtained from all Chemists.

Agents for Hongkong and South China:

A. S. WATSON & COMPANY, LIMITED.

THE HONGKONG DISPENSARY.

Comdr. and Mrs. Green, Mr. and
 Mrs. U. C. Galluzzi, Mr. and Mrs.
 Miss Greenhill, Mr. and Mrs.
 P. W. Greene, Mr. G. H. Compertz,
 Mr. and Mrs. H. Green, Mr. and
 Mrs. J. L. Gillingham, Lieut.
 R. C. S. Gardner, R.N., Mr. H.
 Glanville, Dr. D. R. Gaylor, Lieut.
 G. R. Gibson, R.N., Miss E. F.
 Greenhill, Sir Henry Gollan, Lieut.
 A. Grant, Lieut.-Comdr. Green.
 Hon. Mr. and Mrs. P. Holyoak.
 Miss Joyce Holyoak and Miss
 Dorothy Holyoak, Mr. and Mrs.
 E. B. C. Hornell, Mr. W. W.
 Hornell, C.I.E., Capt. G. Hopwood,
 O.B.E., R.N., Capt. and Mrs. B. H.
 Collins Hallows, R.F.A., S.R., Mr.
 and Mrs. A. and Miss Joyce Hol-
 lingsworth, Mr. and Mrs. H. G.
 Hegarty, Lieut. H. L. C. Hall,

R.G.A., Mr. and Mrs. J. Owen
 Hughes, Mr. H. Hughes and Miss
 V. Owen, Surg. Lt. Comdr. M. F.
 Hopson, Mr. and Mrs. G. F. Has-
 lam, Capt. and Mrs. C. F. T. Haigh,
 Mr. and Mrs. A. C. Hay, Major and
 Mrs. Hingston, Capt. B. S. Hey,
 Mr. and Mrs. H. K. Holmes, Lieut.
 Comdr. Conway Hake, R.N.R., Dr.
 Harston, Misses Harston, Mr.
 H. C. R. Hancock, Mr. and Mrs.
 H. R. B. (Dick) Hancock, Mr. and
 Mrs. R. M. Henderson, Eng. Com.
 and Mrs. S. Hocken, Mr. W. Hin-
 ton, Mr. and Mrs. A. Howarth, Mr.
 and Mrs. W. L. Handyside, Mr.
 T. M. Hazlerigg, Eng. Com. H. E.
 Hoopell, Capt. M. C. D. Hewitt, Mr.
 and Mrs. B. A. Hale, Major E. S.
 Halford, R.G.A., Mr. and Mrs.
 H. E. Hollands, Miss A. E. Hendry.

Bt. Major and Mrs. F. G. Hyland,
 M.C., Lieut. A. M. Harris, R.N.,
 Mr. and Mrs. F. C. Hall, Lieut.
 F. A. Henslow, R.G.A., Lieut.
 J. A. C. and Mrs. Hill, R.N., Mr.
 and Mrs. R. V. Harris, Mr. and
 Mrs. J. Hancock, Miss Helen
 Harry, Mr. J. M. Hood, Lt. Com.
 C. R. H. Harvey, Lieut. A. E. Hor-
 nell, R.N., Surg. Lt. Comdr. F. C.
 Hunot, Lt. Com. G. F. Hole, Mr.
 and Mrs. R. J. Hall, Mr. and Mrs.
 G. B. Hett, Surg. Com. W. L. Haw-
 kins, Mr. L. E. Hopkins, Mr.
 H. B. C. Holmes, Capt. J. C. Hamil-
 ton.

Comdr. and Mrs. G. Ingham,
 Miss Irving, Mr. and Mrs. W.
 Ironside, Lt. Com. C. St. C. Ing-
 ham.

(Continued on Page 3.)

PUTTING ENJOYMENT

INTO YOUR CIGARETTE
 SMOKING IS JUST
 A MATTER OF
 SELECTING

"Three
 Castles"
 Cigarettes



Also Packed in
 Regular Size
 20's and 50's

"Three Castles"

are sold everywhere

Write or Phone for complete Price List.

PHONE CENTRAL No. 1116

"In their laudable desire to accomplish what I have set out to achieve during the past two years, the promoters of the Rehabilitation movement have my heartfelt good wish, and I fervently



NEW ADVERTISEMENTS.

PREPAID
ADVERTISEMENTS

25 WORDS—
 { \$1.00 for 3 insertions }
 { \$1.50 if not prepaid }
 State if Box No. is required

TO BE LET.

TO LET—Office Room in
 Central position. Apply—
 Linstead & Davis Alexandra
 Buildings.

TO LET—Large Offices on
 first floor (front) of Powe's
 Building. Apply—Reistered
 Office, Wm. Powell, Ltd., 12,
 Des Vaux Road.

TO LET—Peak, 5-roomed
 house fully furnished, with
 modern conveniences. Apply Box
 No. 1261 c/o Hongkong Tele-
 graph.

SPACIOUS OFFICES, Second
 floor, China Building. Pre-
 mises available February 1st.
 Inspection any time during
 business hours. Apply The
 Hongkong Extension, File Driv-
 ing and Construction Co., Ltd.

FOR SALE.

FOR SALE. APPLIFF MA-
 NAGER BEING NO. 185 THE
 PEAK. POSSESSION NEXT
 MAY.—H. Percy Smith No. 6,
 Des Vaux Road Central.

FOR SALE.—No. 7 Stewart
 Terrace, 2nd Floor, 5 room-
 ed House, Modern sanitation.
 Apply F. A. Mackintosh, MAC-
 KINTOSH & Co., Ltd.

FOR SALE.—18 H. P. Arm-
 strong-Daimler Car. First
 Class condition.—Apply Deacons,
 Hongkong.

BRITISH MAKE BICYCLE.
 Racing type—Speedy, ex-
 cellent condition. Willing to
 sell or exchange for a
 Roadster.—Write Box 1262 c/o
 "Hongkong Telegraph."

LATEST METHOD.—BALL
 ROOM DANCING, Miss
 DORIS WOODS has now
 returned from London. Pupil
 of Miss Josephine Bradley
 London's Greatest Teacher,
 Winner of the Fox-Trot Com-
 petition of Great Britain, 4 years
 in succession, Studio 3, Beacon-
 field Arcade. Tel. 3128. Revised
 terms on application.

Other notices appear
 on Page 9 & 12.

HERBERT JAMES BRIDGES
NORTON, deceased.

ALL persons firms or Corpora-
 tions having any claims
 against or any moneys or
 securities belonging to the
 Estate of the above deceased
 (late of the Hongkong Hotel)
 are requested to send particulars
 thereof to the Undersigned.

JOHNSON STOKES &
 MASTER.

Prince's Buildings,
 Solicitors for the Administrator.

MARINE ENGINEERS' GUILD
OF CHINA.

Hongkong Branch.

AN ORDINARY GENERAL
 MEETING will be held at
 the "UI. DOFF, SAILORS"
 HOME, WEST POINT, on
 TUESDAY, 13th. January 1925,
 at 5 o'clock p.m.
 A full Attendance is requested
 in order that arrears of business
 of 9.4 may be brought up to
 date.

W. J. STOKES,
 Branch Secretary.

NOTICE.

MR F. M. WELLER has re-
 turned and resumed the
 management of this Company for
 South China.

The Sun Life Assurance Co.,
 of Canada
 Hongkong, January 8th, 1925.

NOTICE.

ON 1st. January, 1925, Mrs.
 E. M. V. Remedios retired
 from the firm of J. P. V.
 Remedios & Co., on account of
 ill health.

HONGKONG DEVELOPMENT,
BUILDING & SAVINGS
SOCIETY, LTD.NOTICE OF ORDINARY
GENERAL MEETING.

NOTICE IS HEREBY given
 that the First Ordinary
 General Meeting of the Company
 will be held at the CITY HALL,
 Hongkong, on SATURDAY the
 17th January, 1925, at Noon, for
 the purpose of receiving the Re-
 ports of the Directors together
 with a Statement of Accounts for
 the period from the 28th Decem-
 ber, 1923 to the 30th September,
 1924, and also for election of
 Directors.

The Transfer Books of the
 Company will be closed from the
 1st January to 17th January,
 1925, both days inclusive.

By order of the Board,
 EDWARD B. RAYMOND,
 Secretary.

Hongkong, 8th January, 1925.

"SAINT JOAN"

THE GREATEST PLAY
 OF THE CENTURY.

EVENING PERFORMANCES

January 12th, 13th, 15th, 16th
 and 17th at 9 p.m. sharp

MATINEE

January 14th at 4.30 p.m.

EXTRA MATINEE.

SATURDAY, January 17th.
 4.30 p.m.

\$3.00, \$2.00 and \$1.00

Booking opening on SATUR-
 DAY, next for \$3 and \$2 Seats.

THE ANDERSON MUSIC
CO., LTD.HONGKONG JOCKEY
CLUB.ANNUAL RACE MEETING
1925

ENTRIES for the forthcoming
 Races close on SATUR-
 DAY, 10th. January 1925 at 3
 p.m. and must be sent to the
 Secretary of Linstead & Davis,
 Alexandra Buildings, on or before
 this date.

Entry Forms are now ready
 and can be had at the Jockey
 Club Stables, Race Course,
 Hongkong Club or Linstead
 and Davis.

C. S. BROWN,
 Secretary.



HOLYOAK, MASSEY & CO., LTD.

Distributors
 Queen's Bids. Tel. C678.

NOTICE.

HONGKONG STOCK
EXCHANGE.

THE following are members of
 the above Exchange.
 Abraham, Ezra Logan, W.
 Alvon A. A. Matheson, R. T.
 Bagram, J. T. Nisim, A.
 Benjamin, V. Olson C. W.
 Birkett, H. Potts Geo. H.
 Cox, M. J. Potts, P. U.
 Cruesher, N. V. A. Raymond, E. M.
 Ellis, P. M. Silva, P. M. N. da
 Gould, Joseph. Smyth, F. R.
 Guttorres, A. A. Testor, P.
 Lammert, Geo. A. Kew Fred.
 By order of the Committee,
 A. NISSIM,
 Secretary.

NOTICE.

HONGKONG SHARE-
BROKERS ASSOCIATION.

THE following are members of
 the above Association—
 A. H. Carroll See Kan Chi
 M. A. Razack Harry O. Odell
 J. W. Kew See Pui Shan
 O. Kitchell W. J. Carroll
 Vip Yung Pak P. M. Hodgson
 F. M. L. Soares M. P. Lo
 H. E. Edwards F. X. Ribeiro
 J. P. Gross Lau Tak Po
 V. Yvanovich A. A. Lopez
 A. P. Greaves F. X. d'Almeida
 H. M. H. Esmail Jack Behar
 Mr. See Pui Chen
 By order of the Committee,
 J. W. KEW,
 Secretary.

C. E. WARREN
& CO., LTD.SANITARY ENGINEERS
MONUMENTALISTS, &
OFFICE 31D, Wyndham S.
Tel. C. 269 Hongkong.JUST RECEIVED A STOCK
OF

6" x 4" RECTANGULAR RAIN-
 WATER PIPES, HEADS
 AND SHOES.

H. P. WATER FILTERS,
 BATHS, BASINS, Etc.

Estimates free for all kinds of
 MONUMENTAL WORK, &c.,

IN
 ITALIAN MARBLE—POLISHED or
 FINE PUNCHED HONGKONG GRANITE.

TO OWN OR SELECTED DESIGN.
 A Large Stock of
 ARTIFICIAL WREATHS.

FORTHCOMING AUCTION SALES

Lammert Bros. CHINA AUCTION
ROOMS.

PUBLIC AUCTION.

THE Undersigned have receiv-
 ed instructions to sell by
 Public Auction on
 Wed., the 14th. January 1925,
 commencing at 11 a.m.
 at their Sales Room, Duddell
 Street—

A Selection of Parisian
 Evening and Afternoon Gowns—
 from Paris

and
 A Quantity of Silk Embroidered
 Lace and Insertions

also
 A Few Pieces White Flannel.
 Terms—Cash on Delivery.
 LAMMERT BROS.,
 Auctioneers.

THE Undersigned have receiv-
 ed instructions to sell by
 Public Auction on
 Monday, 12th. January 1925,
 commencing at 11 a.m.
 at their Sales Room, Duddell
 Street—

A Quantity of Suit lengths and
 overcoatings

and
 One Case Gaberdine.

Terms—Cash on delivery.
 LAMMERT BROS.,
 Auctioneers.

THE Undersigned have receiv-
 ed instructions to sell by
 Public Auction on
 Friday, the 16th. Jan. 1925,
 commencing at 5.15 p.m.
 at their Sales Room, Duddell
 Street—

A Valuable Collection of
 Postage Stamps.
 (Full Particulars from Catalogue)
 on View from Thursday the
 15th. January, 1925.

Terms—Cash on Delivery.
 LAMMERT BROS.,
 Auctioneers.

Mr A. C. STEPHEN DECEASED.

PERSONS having claims
 against the estate of the
 late Mr. A. C. Stephen, are re-
 quested to send the same to the
 Undersigned forthwith.

JOHNSON STOKES
 & MASTER,
 Prince's Building,
 9th. January, 1924.

Hughes & Hough
LIMITEDIMPORTERS, EXPORTERS AND
GENERAL AUCTIONEERS.

PUBLIC AUCTION.

The Undersigned have received
 instructions to sell by Public
 Auction, (for account of the con-
 cerned),

on WEDNESDAY,
 January 14, 1925, commencing at
 2.30 p.m., at their Sales Rooms,
 Instructions to sell by PUBLIC No. 8, Des Vaux Road, Corner of
 AUCTION, for account of the con-
 cerned, on the 1st House Street.

Valuable Household Furniture,
 &c., &c.

Comprising—
 Double Teakwood Bedsteads
 with mattresses, large and small
 Wardrobes, Dressing Tables,
 M-T. Washstands, Teakwood four
 fold Screens, Chesterfield Sofas
 and chairs, Dining Table and
 Chairs, Tea Tables, Sideboards,
 Dinner Waggons, Dinner Seta and
 Glass Ware, Toilet Seta, Cutlery,
 Electro-plated Ware, Electric
 Reading Lamps, Brass Fenders
 and Fire Irons, Coal Scuttles, etc.,
 etc.

Also
 Blackwood Teapots, M-T.
 Blackwood Flower Stands, Black-
 wood Side tables, Blackwood
 Cabinets and Curio Stands, etc.,
 etc.

And
 1 Enamel Bath, 2 new Carpets,
 2 Typewriters (1 Remington), 1
 Gramophone, 1 Piano by Rom-
 hildt, Welmar, in good condition.
 1 new cooking stove (No. 8).
 (Full Particulars from Catalogue).
 Terms—Cash on Delivery.

HUGHES & HOUGH, Ltd.,
 Auctioneers.
 Hongkong, January 9, 1925.

PUBLIC AUCTION.

BY ORDER OF THE
 MORTGAGEES.
 PARTICULARS OF SALE
 of

Valuable Leasehold Properties
 Situate at Hungshom,
 and known as
 No. 6 Baker Street,
 No. 3 New Western Market and
 No. 5 Vinslow Street,
 To be sold by
 PUBLIC AUCTION,
 on

WEDNESDAY,
 the 28th day of January, 1925, at
 3 o'clock p.m.,
 by

Mr. E. V. M. R. DE SOUSA,
 Auctioneer.

At the China Auction Rooms,
 China Building, Ground Floor.

Particulars.
 Lot No. 1.—The properties are
 situate upon the Remaining Portion
 of Hungshom Island. Lot No.
 241 and cover an area of 3,283
 sq. feet or thereabouts and is held
 for the term of 75 years from the
 1st day of January, 1901, with a
 right of renewal. The Crown
 Rent is \$26.40 per annum.

For further particulars and con-
 ditions of sale, apply to:
 Messrs. JOHNSON, STOKES
 & MASTER,
 Solicitors,
 Prince's Building,
 Ice House Street,
 or to

Mr. E. V. M. R. DE SOUSA,
 Auctioneer,
 China Auction Rooms,
 China Building.

PUBLIC AUCTION.

The Undersigned will sell by
 Public Auction, on TUESDAY,
 January 13, 1925, commencing at
 5.30 p.m.,

A Quantity of Valuable Household
 and Blackwood Furniture,
 Comprising:

Teakwood Dining Tables and
 Chairs, Dressing Tables, Wash
 Stands, Chest of Drawers, Over-
 mantles, Hatstands, Screens,
 Bookcase, Cabinets, Sideboard,
 Cutlery and Glass ware, &c., &c.

Also
 Iron Bedsteads, Iron Safes,
 Brass Fender, Stove, Peram-
 bulators, Electric Heater, Electric
 Fans, Riksha and Brass Ware,
 &c., &c.

(Terms—Cash before delivery.
 D. C. BAPTISTA,
 Auctioneer.

CORRESPONDENCE.—desired
 with persons interested in
 purchasing or selling mer-
 chandise in the U.S.A. The Globe
 Drug Co., (G. T. Edwards) 1769
 Mo Alister St. San Francisco,
 Cal., U.S.A.

THE WORLD THEATRE

Sunday 11th to Tuesday 13th January

5.15 and 9.15 p.m.

(Sunday Matinee Starts at 6 p.m.)

CARMEL MYERS

THE LOVE PIRATE

SHE needed the job he had given her! There were
 compelling reasons why she could not afford to be
 without work—and he was taking advantage of her
 necessity! She knew that he was a dangerous man
 —she was playing with fire by giving him the slightest
 hold on her but—

If you enjoy keen-edged drama with a new sort of
 mystery twist DON'T MISS This Richard Thomas
 Super Production.

Presented by Wm. La Plante.

Featuring

Carmel Myers, Kathryn McGuire, Melbourne Mc-
 Dowell, Clyde Fillmore and an All Star Cast.

SPECIAL MUSIC.

NO ADVANCE IN PRICES.

Don't Fail To See It.

"MERRY-GO-ROUND"

Final Show To-day.

Don't Miss Your Last Chance

AN OPPORTUNITY

TO TASTE

THE RICH QUALITY

OF

NESTLE'S PURE THICK CREAM

WITH

"GOLD BAR" TINNED FRUITS

AT

LANE, CRAWFORDS.

DEMONSTRATION WEEK

Monday 12th. To Saturday 17th.

All Visitors to Lane, Crawford's
 Store are Cordially Invited to
 Sample Grade's Nestle Thick
 Cream and "Gold Bar" Fruits.



K 10th Jan. 1925.

Coupon

"Telegraph" Motor Car Competition.

In every issue of the "Telegraph" up to and including
 April 25th, 1925, there will appear a skeleton word from
 which the consonants have been omitted. Competitors are
 required to fill in the blanks, and for every correct coupon
 sent in they will be credited with one point. The com-
 petitors having the highest totals when the Competition
 ends will be awarded prizes as follows—1st, a Fire-
 Passenger 1925 Dodge motor car; 2nd, a magnificent Victor
 cabinet gramophone; 3rd, a No. 5 Model Underwood
 typewriter.

TO-DAY'S SKELETON WORD:—

(Five letters)

(Fill in the missing letters in the blank squares)

I agree to abide by the rules and conditions set forth in the full-page
 advertisement appearing in the "Hongkong Telegraph" of Dec. 27th, 1924.

Name

Address

This coupon must be forwarded to the office of the
 "Hongkong Telegraph," 11, Des Vaux Road, not later
 than Wednesday, January 14th, 1925.

WATSON'S

Celebrated

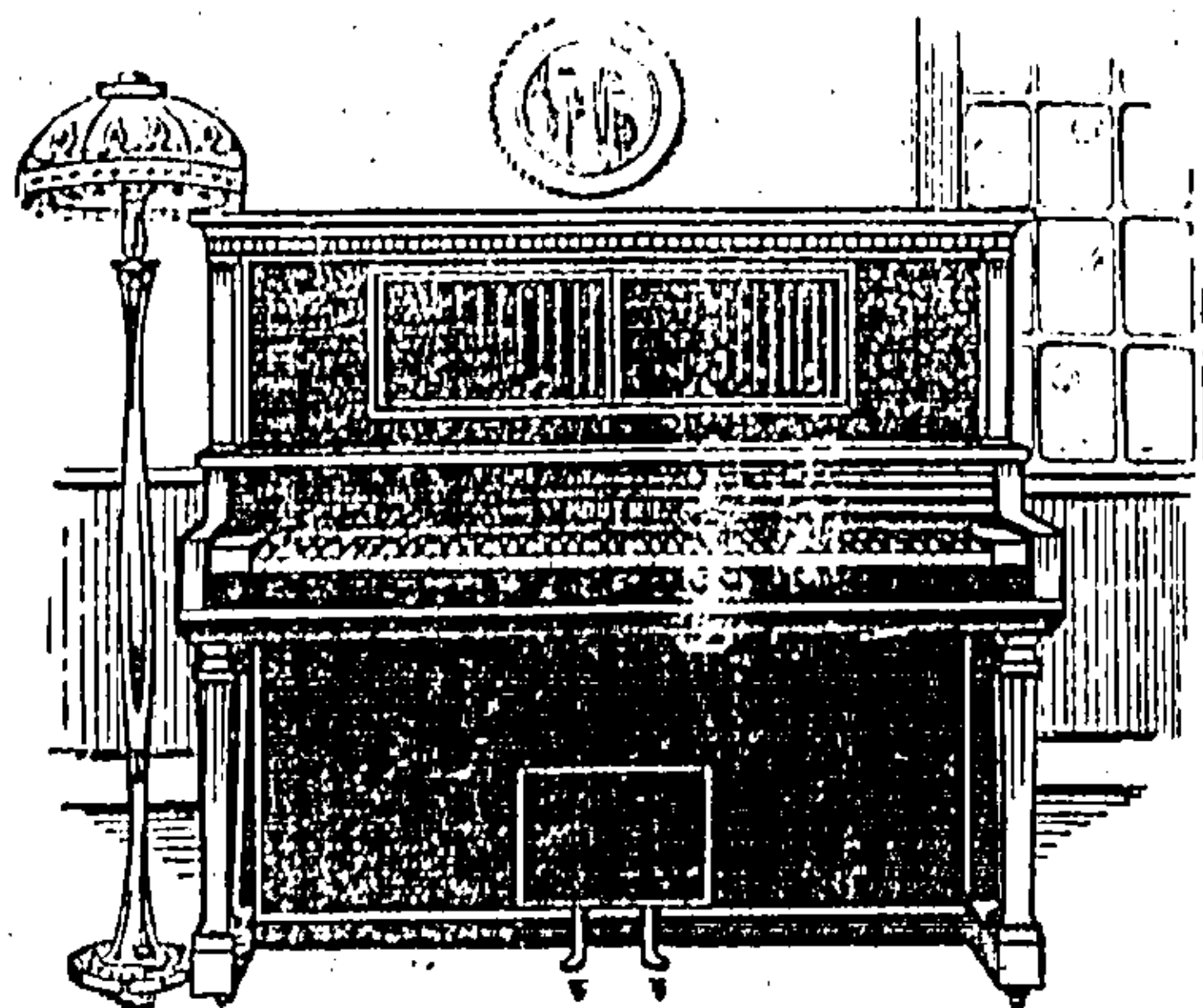
DRY GINGER ALE

Its dryness and aroma are features which give this beverage the immense popularity it deserves.

It has been repeatedly declared by travellers, tourists and others, that WATSON'S DRY GINGER ALE is UN-EQUALLED by any similar product throughout the world.

A. S. WATSON & CO., LTD.

AERATED WATER MANUFACTURERS.



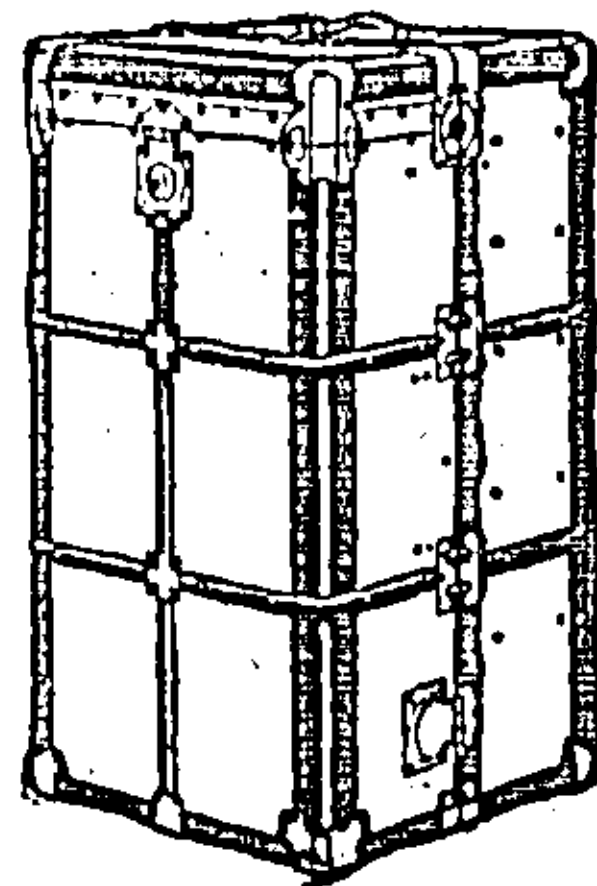
A MOUTRIE PLAYER PIANO

Easy to manipulate.
Can be played as an ordinary piano.
Is a pleasant change from the Victrola for dance music.
Renders classical music with delicacy.
Full scale (88 notes).
Special construction for the climate.
Easy payments arranged.

S. MOUTRIE & Co., Ltd.
MANUFACTURERS.

BUILT FOR BUMPS.

ABSORBS THE SHOCKS.



Besbuilt Herculized round edge, interlocking joints, and heavy brass corners protects against all bumps. Besbuilt genuine five ply construction protects against the damage done when trunks are piled one on top of another.

The use of "PENN RIVETS" instead of nails enable the BESBUILT to hold fast when trunks not so supported break asunder.

Made in various models and various sizes, all tastefully trimmed, and all at a moderate price.

HERCULIZED WARDROBE BESBUILT TRUNKS

\$120.00, \$140.00 and \$160.00

SOLE AGENTS FOR HONGKONG
LANE, CRAWFORD, LTD.

VAULT DOOR

For Banks and Offices

Herring-Hall-

Marvin Safe

Co.

Specifications on Application to

MUSTARD & Co.

Distributors.

17, Connaught Road Central
Tel. C. 1186.

The Telegraph.

HONGKONG, 10th Jan., 1925.

NAVAL POWER.

Ever since the halo which surrounded the Washington Naval Disarmament Conference had faded, it became evident that the decisions were incomplete, and that the nations concerned were restless under the self-imposed restrictions on their future building of warships. For several months we had the spectacle of the relative naval strength being criticised—the ratio 5.5,3, for Britain, the United States, and Japan, respectively, was found to be less easy to maintain than it appeared on paper or in the atmosphere of the conference chamber. It was inevitable that practical difficulties should arise, and that after-thoughts should not be altogether pleasant. Japan naturally began to feel that she had come off a bad third best, with her navy kept in a minority position. The exclusion of Singapore from the area of restricted fortifications, with a subsequent decision to establish a huge base there, was considered to be a neat move by Britain on the world's chessboard. The discussion of gun elevation in the United States of America showed how wide was the feeling against the unsatisfactory position that the Washington Treaty had created—with a reflection among the European continental nations as well. The passage of time has not affected these problems, nor is a ready solution of international naval relations to be discerned amidst all the discussions which have since cropped up.

Now comes a strong feeling among Americans that their navy is behind the permissible limit, and recent cable news shows that in certain respects it is not up to the power which would bring it to the level of Britain's fleet. Without attempting to discuss the merits of different claims, as to gun-elevation or otherwise, we can discern in these matters the continuance of that restlessness which originally started the world armaments race. From warships, the question of relative strength has extended to air fleets; and in time, as new processes come into being and better armament becomes possible, the controversy is certain to involve even greater issues. We do not subscribe to the doctrine of pacifism which would have

even defensive precautions ignored; nor do we for a moment imagine that America's anxiety is occasioned by rivalry with Britain: yet when we set the various international world policies side by side, ranging as they do through League of Nations arbitrations, proposed World Courts, mutual protection treaties, peace-making in armaments, and so forth—when we come to view all these controversial issues and side-issues of world diplomacy in parallel aspect, we cannot refrain from heaving a sigh of regret that such things must be.

Water Supply.

Some interesting figures relating to the water supply of the Colony are contained in the report of the Water Authority giving the position on the first day of the present year. All the reservoirs on the island contain less water than on the corresponding date a year previously, the total contents being 1,560.84 million gallons, as against 1,812.33 on January 1st, 1924. On the restricted service now in force, this gives us about a six months' supply. Turning to Kowloon, we see that the reservoir there contained 282.73 million gallons, as compared with 330.24 last year. Reckoning on full consumption, this is about equivalent to a four months' supply. It is interesting here to note the total rainfall for the past year was 98.37 inches, this figure comparing with 106.74 inches for the previous twelve months. We are now, or should be, almost at the end of our long dry spell, so that the situation does not appear to be one giving cause for anxiety. At the same time, the continuance of restricted supply on the Hongkong side shows that conservation is still necessary. Taking the situation as a whole, we cannot feel really safe in this Colony until the big waterworks scheme now in hand reaches a stage at which more water will be available for consumption, thus doing away with the necessity for restricted supplies.

INTERNATIONAL LABOUR.

FUTURE PROGRAMME.

Geneva, Jan. 9.
The executive council of the International Labour Office has decided that there shall be two sessions in 1926, one to study maritime questions and the other to deal with general labour problems.

It has also decided to establish a permanent emigration committee. —*Reuter.*

"STRANGLER" BEATEN.

SUCCEEDS TO 'VARSITY ATHLETE.

Kansas City, Jan. 9.
Ed Lewis, the holder of the world's heavyweight wrestling championship, whose wrestling methods have won him the nickname of "Strangler," met his match last night when Wayne Munn, former Nebraska Universi-



"Strangler" Lewis.

ty athlete, won two out of three falls with him, and only failed to make it three straight because at the second meeting he violated the rules by lifting Lewis and throwing him out of the ring. Lewis was badly injured and had to be sent to hospital. Munn was formerly a famous footballer. He won by main strength, throwing off the veteran's famous headlocks and crushing him into submission. —*Reuter's American Service.*

DAY BY DAY.

WE ASK FOR LONG LIFE, BUT 'TIS DEEP LIFE OR GRAND MOMENTS THAT SIGNIFY. —*Emerson.*

Tenders are being invited for the construction of a steam launch for the Police Department.

A Chinese who was knocked down by the "Black Maria" in Des Voeux Road Central yesterday, was taken to the Government Civil Hospital suffering from injuries to his feet.

Robbers entered a hut occupied by a woman at Tak Shek Mi yesterday and stole \$236 worth of property. They were armed with daggers.

His Majesty the King has approved the appointment of the Hon. Mr. H. T. Cressy to be an Official Member of the Executive and Legislative Councils.

Mr. Sun Fo, late Mayor of Canton, who has been on a political visit to Marshal Chang Tso-lin, has returned to Canton. He left Hongkong by the Sai On on Thursday night.

According to the *Canton Gazette*, snow has been falling continuously for the past five days at Shuiukwan, the terminus of the Canton section of the Canton-Hankow Railway.

The engagement is announced of Miss Doris Dinsdale, of Kobe, to Mr. Frank Wallis, H. B. M. Vice-Consul at Canton. The marriage will take place shortly at Christ Church, Shameen.

The Fatsan branch of the Kwangtung Telegraphic Administration has protested against the projected telephone line from Canton to Fatsan on the ground that it may cripple telegraphic business.

An Order-in-Council by the Governor provides for the extension of the Judgments (Facilities for Enforcement) Ordinance, 1921, to judgments made by courts in the Federated Malay States.

The average mean temperature during December was 61.9 the highest being 73.2 and the lowest 52.4. There were 238.3 hours of sunshine, and 0.71-inch of rain. The total fall of rain for the year, recorded at the Observatory, was 98.57.

It is notified that the Hongkong Mortgage and Share Brokers Company, Limited, will be struck off the Companies Register, if it fails to obtain a certificate to commence business within two months after the publication of this notice.

It is notified that, at the expiration of three months from date The United Motor Company, Limited, and the Yangtze Steam Navigation Company, Limited, will, unless cause is shown to the contrary, be struck off the register and the companies will be dissolved.

Sub-inspector Field, with a party of police officers, raided No. 3 Circular Pathway yesterday, seizing one revolver, one pistol and a dagger. This move is said to have been in the bud a projected armed robbery. One woman and two men found in the premises have been taken into custody.

During the past year, there were examined under the Sale of Food and Drugs Ordinance thirty samples of milk, six of camphorated oil, four each of butter and coffee, three of flour, two each of condensed milk and pepper, as well as numerous single samples of other commodities. All were genuine excepting one each of fresh milk and sterilised milk.

Carmel Myers, according to reports from other cities, has added one more remarkable characterization to the many already to her credit, as a cabaret performer in "The Love Pirate," a Richard Thomas Production released by F.B.O., coming to the World Theatre on Sunday. In the earlier scenes she portrays, admirably, it is said, the happy, carefree sophistication of a girl of this type, while later, when jealousy comes into her life, she invests the part with deftly conceived touches that carry her from the thought of love and happiness to hatred and revenge.

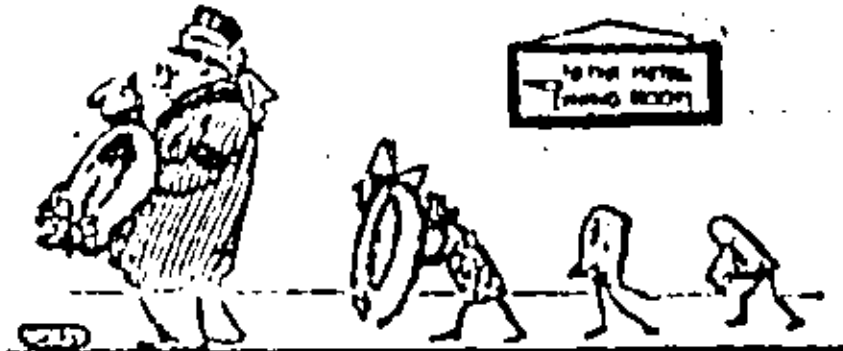


There really seems to be some prospect at last that we shall revert to long to that fine old British institution, the penny post. One of the most encouraging signs is that the statue of Sir Rowland Hill, hard by the Royal Exchange, looks more cheerful to-day than for many years past. Ever since the penny post went west—along with the sixpenny telegram and whiskey that did not taste like turpentine—I have frequently noticed a look of pain on the statue's features. Indeed when the price of letters was advanced to twopenny, I distinctly remember, when returning one night from the annual installation banquet of the Worshipful Company of Whitebait Bleachers, seeing Sir Rowland's head buried in his hands.

Which inspires me to add that, although most of our London statues regard passing events with stony indifference, some, on the other hand, at times display considerable emotion, as in Sir Rowland's case. As a further instance, when the City Charwoman some few years ago was instructed, to wash Mr. George Peabody, many people testify to the fact that at the conclusion of the ceremony the eminent philanthropist's eyes were moist.

A copy of the *Morning Post* printed in 1774 and another of the *Times* printed in 1791 were recently sold at auction for £6 apiece. The purchaser is understood to be a newly qualified dentist.

After many years' experimenting, I read, a scientist has succeeded in persuading an oyster to produce a pink pearl. His method of procedure has not been officially divulged, but in scientific circles it is widely assumed that the result was achieved by dieting the oyster on thermometer-bulbs and tomato chutney. Some of my readers may possibly remember that that eminent expert on dietetics, Dr. Bulkley Stodger, some years ago endeavoured to induce a tame oyster, named Oliver, which he owned to produce a pear-shaped black pearl by dieting it exclusively on deodorizers and coal tar; and doubtless the distinguished Dr. would have succeeded, but for his own lamentable oversight. After feeding his pet one night he omitted to close its shell, with the result that Oliver contracted bivalvular disease of the heart. A state of high fever supervened, and though the distracted Dr. promptly put his pet to oyster-bed, shaved its beard, and placed its head on ice, it never rallied, but passed peacefully away in its sleep. The subsequent interment was carried out by Dr. Bulkley Stodger, attended by a bottle of Chilli vinegar, and two thin slices of brown bread and butter.



A Durban paper states that a young native girl possesses the highest soprano voice in the world. It does not, however, say if her topnotes have snow on them all the year round.

One of the bees in my bonnet has already begun its annual buzz. In almost every shop window I pass I see printed placards advertising goods for "Xmas"—one of the most hideous abbreviations in the English language. We don't refer to Michaelmas as "Mikomas," so why distort Christmas into "Xmas"? One of these days the "X" horror will spread, and we shall have the Vicar announcing, "Let us sing hymn 53—'Xtians, awake! salute the happy morn'; the hero of *The Pilgrim's Progress* will be known as 'Xtian'; the Bluecoat School will be called 'X's Hospital'; the ceremony of baptism will be referred to as 'xoning'; and the discoverer of America, Xopher Columbus.

Sometimes I feel constrained to ask those people who employ the word "Xmas" if they know what Christmas really stands for.

A Thames angler, on opening a pike which he had caught, found a small spirit flask in the voracious fish's stomach. But there is really nothing exceptional in this. Every jack must have his gill, as the old saw saith.

A certain "little visitor" now annoying me with his annual visit has goaded me into the composition of the following verses, which I call—

A PEEVISH LULLABY.
Hush-a-bye, chiblain, on my big too!
Why in the world do you irritate so?
You, who've been itching the whole of the day,
Leave me in peace for a little, I pray!

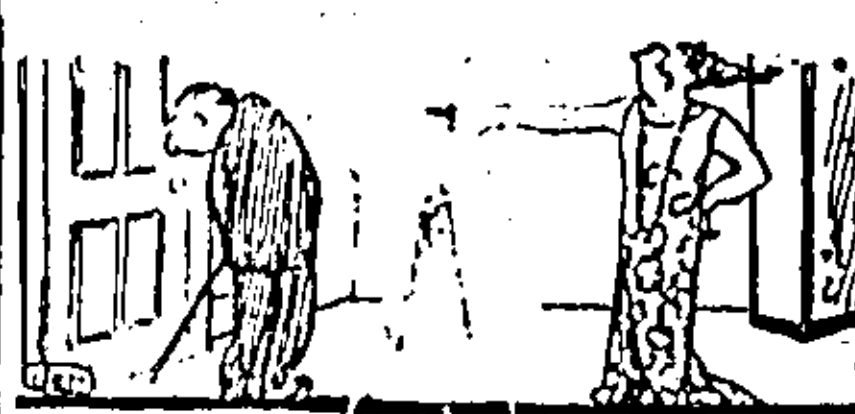


Why can't you sleep like all good chiblains do?
Must you be restless the whole night-time through?
Conduct so cruel drives me half off my thatch;
Yet you don't care a hang, though I scratch and I scratch!
Never a respite you grant me, instead,
I have to endure you in boots and in bed.
Why can't you allow me a little allay?
Or don't chiblains have any Eight Hours Day?
Hush-a-bye, chiblain, on my big too!
Give me a rest for a brief half-a-mo',
And if you'll be good and in slumber recline,
To-morrow I'll buy you some nice iodine!

As, owing to exigence of space last week, I was prevented from making very much progress with my splendid new serial story, I have decided to omit the synopsis from the present instalment. I am anxious to get the preliminary chapters over and arrive at the part where Knora is lured into the steam laundry and forced to become a chartered accountant. It will make your blood stand on end!

KNOCK-KNEED KNORA:
or, the Girl who took the Wrong Umbrella.

Chapter II. (cont.)
"Never!" cried Enid Mibblithwaite-Mibblithwaite, scornfully. "What! take your money and send my peroxide-haired grandmother to a felon's cell—never! I'll see you in-Hol-in-Holensburgh first!"
She raised her arm. "There is the door," she said.



"What a jolly one!" murmured Sidney Fitz Poodle examining the knobs with much interest.
"Never darken it again!" cried Enid.
"I haven't touched it, I swear!" said Sidney.
"In any case I shouldn't darken it. All it wants is a little—"
Enid Pontlethwaite-Pontlethwaite silenced him with a gesture, and rang the bell.
"Humphreys," she said to the responding menial, "show this person the front door!"
"But dash it all!" protested Sidney. "I don't want to see any more doors. I'm not a ballydoor collector. I came to—"
"You came to blackmail me," Enid interposed, "and I'm not having any. Go! I never want to see your ugly mug again."

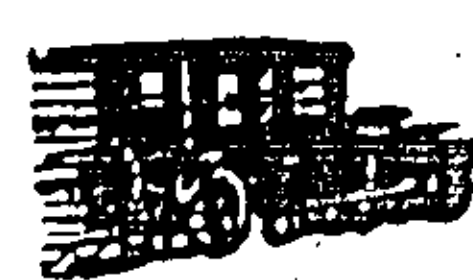
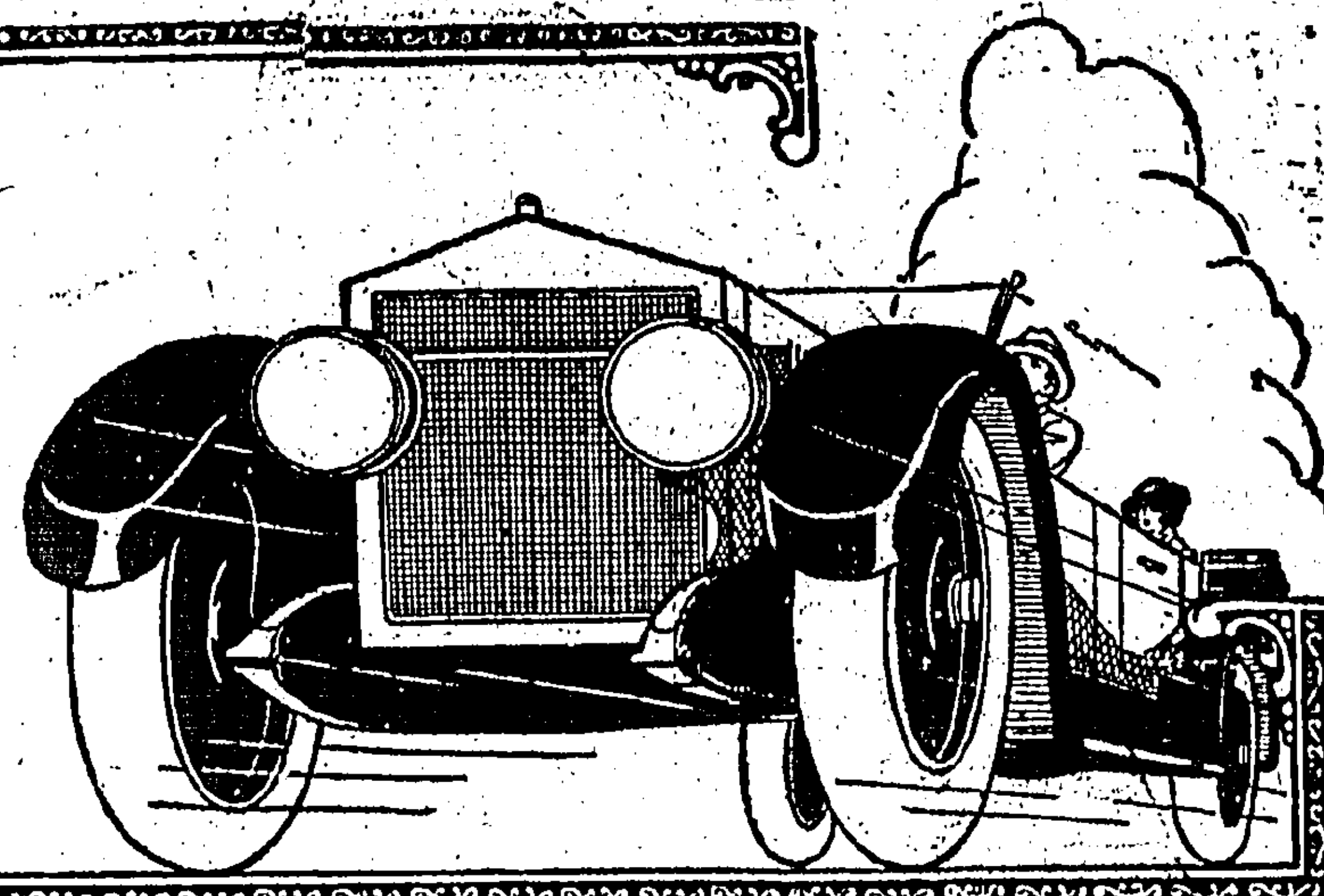
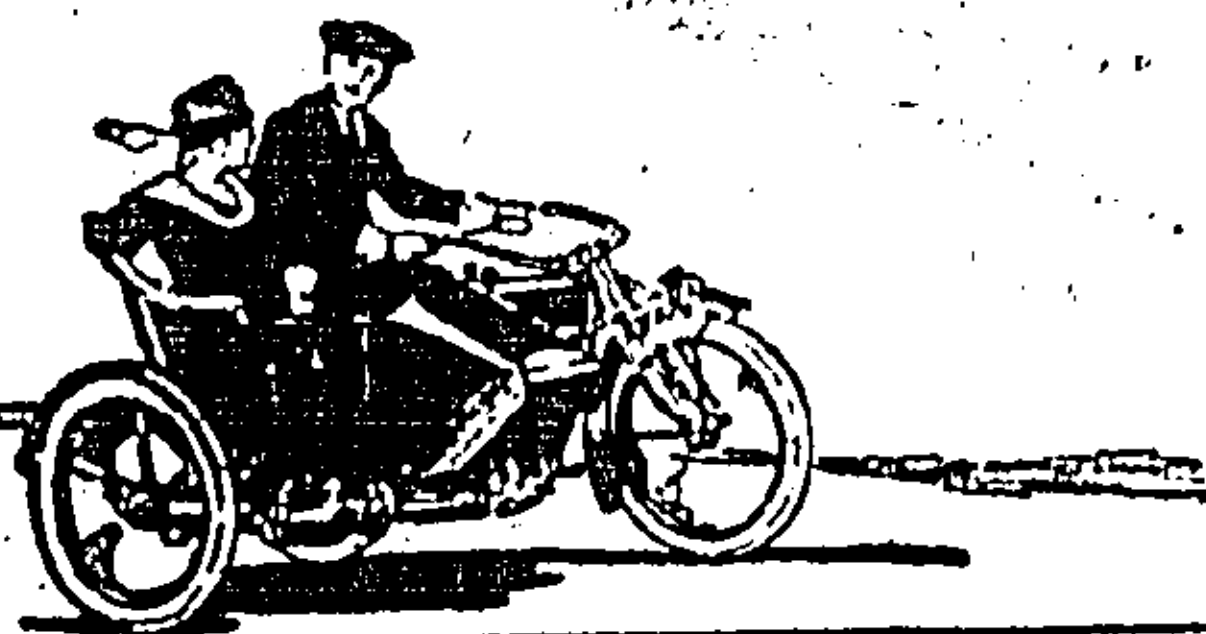
Baffled, Sidney McGumboll was about to take his hat from the top of the most safe, when a strange thing happened!
(The strange thing will be explained, with dissolving views, in next week's long and absorbing instalment.)

MOTORING SUPPLEMENT

OF
THE HONGKONG TELEGRAPH.

SATURDAY, 10th. January, 1925.

(Being the Official Organ of the Hongkong Automobile Association.)



LOCAL MOTOR NOTES & NEWS

The time is not far distant when there will be 1,500 motor vehicles licensed in this Colony. The latest number plates to be issued by the Traffic Department are well into the fourteenth hundreds and, according to a Traffic Department official, the rate of registration is on the increase. Not only does this apply to passenger vehicles but more especially to the commercial type of motor—trucks, lorries, etc. Many building contractors are now making use of lorries for the conveyance of materials, whilst the Government is also widely adopting the motor method of transportation. Certain it is that motoring in all forms is due to increase here on a large scale.

A welcome innovation regarding the motor bus services in Kowloon is the illuminated route numbers now in use. It was always a difficult matter to distinguish the destination signs on the buses, even though a prospective passenger was only a few yards ahead of an on-coming bus. The numbering system is a much better one and, as the public get familiar with it, there will be a great saving of useless stopping on account of an intending passenger stopping the wrong bus. There is only one drawback to the system, so far as one can see, and that is that the wrong number is quite often being used. Several times it has been noticed that a bus proceeding through Hung Hom to Kowloon City bears the No. 1 sign, whereas a bus with that number ought not to be off the Kowloon Ferry-Shamshui route. Buses must use the right number, else the value of the scheme goes entirely by the board.

Owners of B.S.A. motor cycles will be interested to learn that the local agents, Messrs. Sincere and Co., have, during the past week, received a telegram from Home, recording the remarkable success of B.S.A. cycles entered in the Styrian Winter Reliability Trials. The cable records that nine B.S.A. cycles started and nine finished without the loss of a mark. The team gained two special awards for merit. Such a record as this proves the reliability of the mount. Messrs. Sincere have now received a new shipment of the 1925 234 h.p. models, and the price at which they are being offered is extremely attractive.

The first motor cars to arrive in Hongkong fitted with hydraulic brakes have just been received by the Hongkong and Shanghai Hotels Motor Garage, the models being the latest turned out by the Studenbaker manufacturers. Not only in the matter of brakes but in many other ways the cars are improved and are well worthy of inspection by all who contemplate the purchase of a new car.

The work of resurfacing the Pokfulam Road just past the University proceeds but slowly. There is no stretch of roadway in the Colony which is in worse condition than that which extends from the pumping station near the University, to the top of the first rise, and although work on retaining walls is still in hand, some greater endeavour should be made to get this in a better state of repair

than at present. The wet season will soon be with us and something ought to be done before then.

Messrs. Alex. Ross and Co. are fortunate in being able to handle the latest product of the Indian Motor Cycle Co., the Indian Prince. It is a new model, made specially for the overseas trade and conforms very closely to the best designing practice of English single-cylinder light-weights (a tribute, incidentally, to British designers). The specification is extremely attractive—three-speed gear, automatic lubrication, handle-bar controlled clutch, all-chain drive, electric lighting and many other desirable features. The cycle is one which should gain instant popularity.

BODYWORK FINISH.

A REALLY NEEDED REFORM.

Undoubtedly the most urgently required reform to-day is the introduction of a more serviceable method of painting or finishing car bodywork. Coachmakers in the past have not been able to realise that an automobile is an entirely different proposition from a grand piano. It has to go out and take the buffeting of the elements, and is subject to all the carelessness of treatment inevitable with a motor car in constant service. And yet a really good car has a finish on which more care and expense has been lavished than is received by a priceless piece of furniture, designed to stand for ever cloistered in an oven-heated, dust and damp-proof drawing-room.

There seems no sense in it. Yet the coachmakers are not entirely to blame. Such a cry goes up from the average car buyer if his vehicle is not delivered in this wonderful, yet delicate, state of finish that no car maker dares to take liberties with the "spit and polish" tradition. The irony of the fact that five or ten pounds' worth of damage may be done by the careless scraping of a spanner over an object that is built to stand the racket of travelling at fifty miles an hour over the worst of roads without the least trouble is not yet fully appreciated.

Experiments are being made, however, in many quarters, and just now considerable interest is being aroused by the new pyroxolin or nitro-cellulose paints. This seems to be a move in the right direction. Everyone knows of the surface hardness and comparative toughness of celluloid, and can realise that if the coachwork of a car could be covered all over with celluloid or xylonite sheet, of fairly substantial gauge, we should have a really practical finish at last.

The difficulties, of course, arise in connection with the application of such a process, and the present experiments are in the direction of overcoming those difficulties by using a form of celluloid as the base of a paint, which is sprayed over the car in a normal manner.

Perhaps, therefore, we are in sight of the end of the days when the finish of our motor cars is rather more delicate than the artificial peach bloom on the face of a fading beauty.

14 H.P. WOLSELEY.

A LOCAL CRITIQUE.

Those who are watching the growing popularity of British cars in Hongkong, will be interested to read the following article, written by a local motor expert, regarding one of the latest arrivals—the 14 h.p. Wolseley. The writer says:—

"A manufacturer has reached the pinnacle of success when the name of his car has acquired a world-wide prestige, and there is something extremely satisfying in being the owner of a car of which everybody knows. Messrs. Wolseley have had long experience in the manufacture and designing of cars and have gained a reputation for the durability of their products.

"The 14 h.p. Wolseley which I was enabled to test in a trip around the island, through the courtesy of its owner, gives one a feeling of confidence immediately on taking over the driver's seat. This is due to the fact that the steering wheel and controls are well placed in relation to the driver's seat. Although the car had done about 6,000 miles, the selector mechanism gripped the selector rod so well that some little effort was required to get out of gear. But one soon gets accustomed to this and the gear change is found to be remarkably easy; so easy, in fact, that there is no excuse if the driver (even an unskilled one) makes a noise in changing gear. The steering is excellent, being comfortable to handle and with a due amount of castor action to return the wheel without effort after turning a corner.

"The suspension is good and, on the rough road doing about 25 miles per hour, the body scarcely moved under the repeated blows. Of course, there is side play, but this does not affect the comfort of passengers or driver. In traffic, the car is easy to handle, doing its work on top gear easily. It is fitted with a Solex carburettor which is standard equipment, and the acceleration is, therefore, good.

"Up to 30 miles an hour the engine is quiet and smooth. The critical engine speed is at 32 miles an hour but this is easily passed at 34 miles per hour. Being beyond 30 miles per hour the critical engine speed is rarely felt by the driver, except for bursts of speed. The engine has plenty of power, doing an average of 49 miles over a mile stretch with a slight give and take on the road on account of incline. All hills, with the exception of Pokfulam and Garden Road, were successfully taken on top gear and, with the ignition lever at one-third advance, the car seemed perfect on hills. When descending hills, the braking power of the engine was good, whilst the two brakes were also extremely effective. The car is fitted with a B. L. I. C. magneto and Lucas lighting set.

"The coachwork is well done and the sitting position of passengers in the back seat is very comfortable. The all-weather hood with side curtains and rear wind screen go to make up a very smart and sporty looking car. I had one fault to find with the side curtain; seeing that it can be made more or less a fixture to the front doors it should not have been made of celluloid, which lends itself to discolouration. A thin sheet of simpler glass might easily have taken its place.

"A very fine set of tools is supplied with the car and the handbook of instruction for the owner-driver is very full and comprehensive."

COASTING DANGERS.

WHAT HAPPENS WHEN THROTTLE IS CLOSED.

The resistance of the engine should be used to help the brakes when an automobile is descending steep grades, but the ignition should not be shut off when so going, declares Ernest C. Garland, technical manager of the Cadillac Car Co.

Using the motor for braking purposes has become recognized by engineers as correct procedure, and the application of the practice is not limited to automobiles. On electrically driven trams of the Chicago, Milwaukee & St. Paul Railroad, for example, on down grades the motor is so used for braking. In this case it has an added advantage in that the motor becomes a dynamo, and the power absorbed is transformed into electricity and put back into the line.

LEAVE IGNITION ON.

In using the automobile engine for braking, it should be clear that the faster the engine is driven in relation to the speed of the car, the greater will be the resistance offered. On gradual down grades, the resistance offered by the engine when the transmission is in high gear, or direct drive, may be sufficient. On steeper grades it is best to shift into intermediate gear before beginning the descent. On very steep mountain grades, on which one should proceed slowly, it is advisable to shift even into low gear.

In using the engine to assist the brakes, it is natural to think it will help still further to switch off the ignition. This should not be done, Garland says. Even when the throttle is "closed," enough fuel is admitted to the cylinders to drive the engine at a speed of about 300 revolutions per minute. If this fuel is not burned, it condenses in the cylinder wall and washes off the oil by which the pistons are lubricated. At the same time, the power developed by the burning of this small amount of fuel is insignificant compared with the power absorbed.

Switching off the ignition when coasting, with the car driving the engine, does not appreciably increase the resistance, and is almost sure to have injurious results, even though the throttle may be "closed."

MATTER OF ENGINE CONTROL.

In climbing hills, good driving,

MOTOR PROVERBS.

The following proverbs for motorists, parodied from the original maxims by an enthusiastic motor owner at Home, are not only amusing but have also a certain educative value and will, we think, be of some interest to our readers.

"It's a poor car that won't run fast down hill."

"Safety is the best policy."

"Spare the brakes and save the tyres."

"It's better to have spare oil lamps than never to get home at all."

"Fine adjustments make fine results."

"You can turn the crank with the switch off, but you can't make it go."

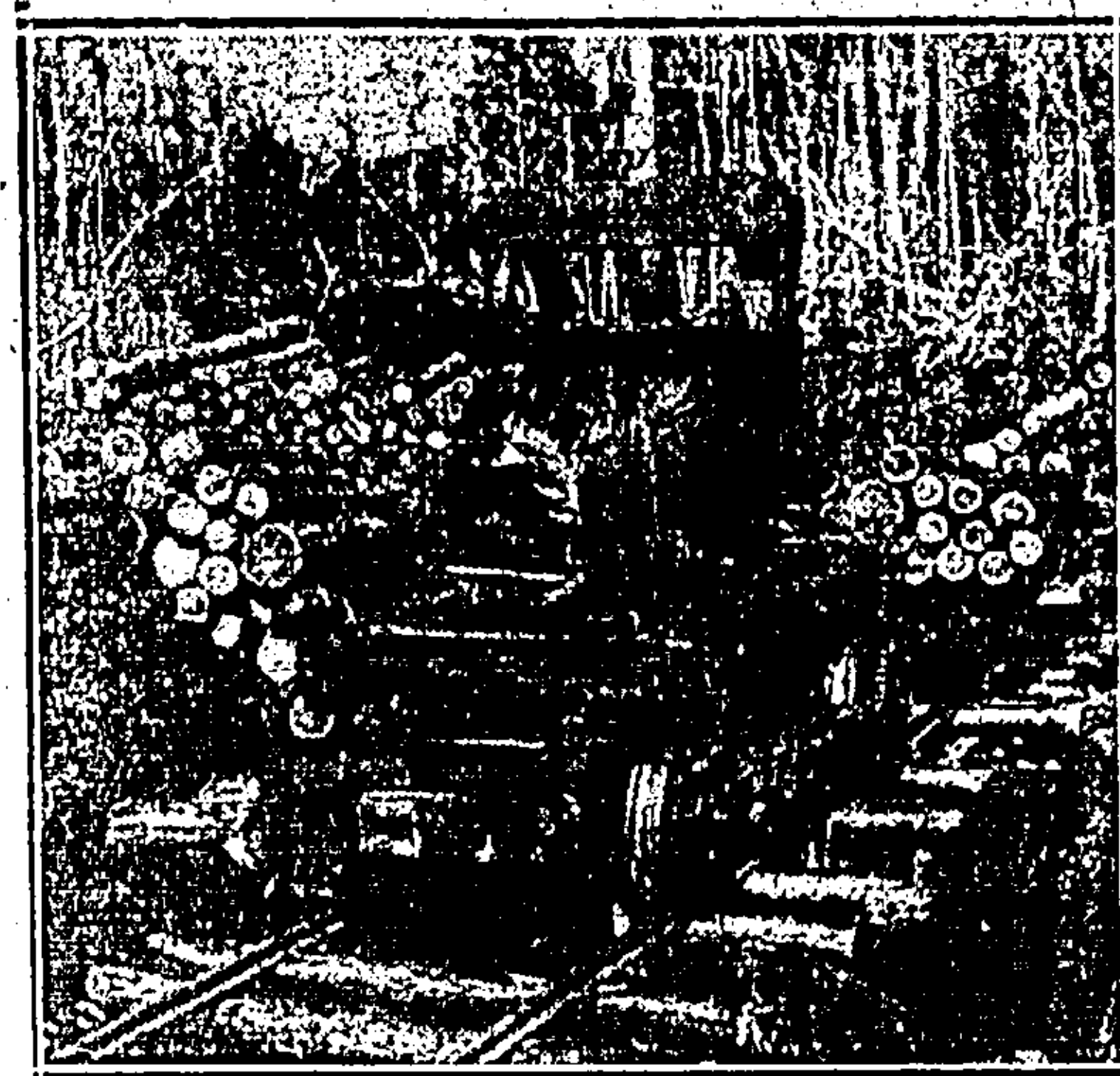
"It's not cars that weigh the most that give most m. p. g."

"Be never in haste at a band."

So far as the car is concerned, is wholly a matter of engine control. There is always a thrill of achievement in taking a difficult hill "in high." Sometimes this is a mark of good driving; sometimes otherwise. There is a tendency among American drivers to avoid shifting gears. European drivers, who shift gears on what we would call the slightest pretext, find it hard to understand this American attitude.

Some of the highest grade multiple-cylinder engines have a great reserve power and can exert an enormous amount of it without detriment. Even in some of the lighter cars, in which there is a favourite power to weight ratio, good results are also obtained. However, in places where deep sand, mud or steep up grades make excessive demands upon any engine driven in high gear, waiting too long, and allowing the car to lose its momentum before shifting gears may make it necessary to resort to low will learn these two lessons about driving in hilly regions, to use the engine for braking purposes, but not to turn off the switch, and sense the moment at which to shift into lower gears when climbing, they will be rewarded by better braking service with fewer brake adjustments, and longer life with better performance from the engine.

FLIVVER TURNS TO LUMBERING.



AUTO REMAINS STILL USEFUL IN LUMBERING

Proof of a life after death, at least in the world of mechanics, is offered the remains of an old flivver now in use in the cedar swamps of North Carolina.

The flivver has long been abandoned as useless for motoring. Still, set up on tracks, it—or its phantom—is hauling logs out of the forests.

It's a remnant from the old brassbound radiator days. Now it is mounted on a turntable on top of a log truck and is so fitted that it can be geared to the rear or front axle of the truck, according to which way it is to pull.

THEY MAY CRY FOR IT.

Just as commercial genius devised a way to tempt the world to actually cry for castor oil that it detested, so has the automotive world now concocted a blend of castor oil with mineral oil that will enable the car owner to enjoy the advantages of castor oil as a lubricant without its disadvantages when taken "straight." Car owners who have been privileged to ride behind engines that were slopping around in straight castor oil have seen such wonders of performance as to await the day of the commercial possibilities of castor oil

for auto engines with keen anticipation. But straight castor oil has its disadvantages for engines that do not operate constantly at top heat. The motorist has known this and like the youngster who weakens at the very mention of castor oil, he steers clear. It remained for someone to work out a Castoria that would have all the virtues of the ideal lubricant, but with certain allowances for the failure of the straight oil to adjust itself to the automobile engine. Now it has been done. Now, who knows—before long grown-up motorists, like babies, may be crying for it.



Jane thought she was specific when she advertised for the "handsome young man who witnessed the motor accident at Fifth Avenue and Broadway."

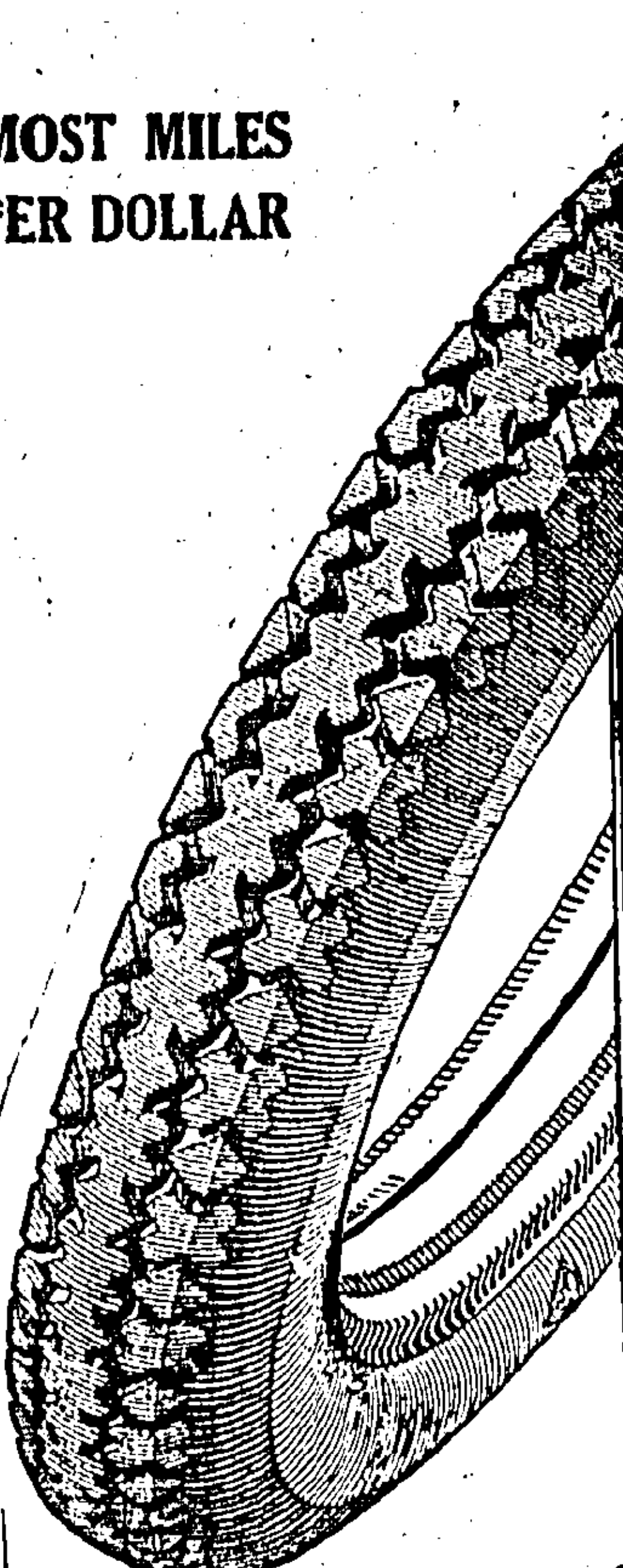
SHELL
for reliability
and reserve
power

EVEN with a faultless ignition, the modern high-compression engine pinks—on acceleration—when driven by an inferior spirit.

Shell Motor Spirit

Owing to its high percentage of aromatic hydrocarbons eliminates that slight knocking sound termed "pinking."

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**MOST MILES
PER DOLLAR**



Value

To give extra comfort, mileage and security, Firestone perfected many exclusive building features.

Among these is the difficult Gum-Dipping Process which produces a stronger, more flexible, longer wearing carcass. By isolating each cord in a separate coating of rubber, friction and heat are greatly reduced.

Other Firestone features are the Air Bag Cure, the rubber "tempering" process, etc — all planned to give a safe, comfortable ride for less money.

Let us give you more detailed proof of Firestone values!

MOST MILES PER DOLLAR

THE DRAGON MOTOR CAR CO. LTD.
33½ Wong Nei Chung Road, (Happy Valley)..... Central 1246 or 1247.
DRAGON MOTOR LIVERY SERVICE.
C. F. PAU, PROPRIETOR.

THE DURO MOTOR COMPANY.
Nathan Road. (Kowloon) Kowloon 226.

[A full range of Motor Car and Motor Cycle Tyres & Tubes carried at each of the above addresses.]

Firestone

A program of constant mechanical refinement involving the body, engine, clutch, brakes and other units of Dodge Brothers Motor Car, has resulted in an unusual smoothness of performance. You have only to ride in the car to instantly appreciate the decided freedom from vibration.

33, Wong Nei Chung Road - - - - - Happy Valley.

A black and white photograph of a crowded street scene in London. The street is paved with cobblestones and is lined with tall, leafy trees. A large group of people, including men, women, and children, are walking along the street. Several horse-drawn carriages are visible, some with multiple passengers. The scene is captured from a slightly elevated perspective, looking down the length of the street. The overall atmosphere is one of a busy, historical urban environment.

Parisian delivery boys, scores of them, are here seen starting over the cobblestones on their annual 50-kilometer race. Only the three wheeled bicycle wagons are eligible.

SCME INTERESTING
FIGURES.

At the banquet following the opening of the Automobile Salon in Paris, the Marquis de Dion reviewed the development of the French motor car industry, recalling that in 1893, the first year when France sent cars of her own manufacture out of the country, these exports amounted to 10 000 fcs. In 1898, exports totalled 1,000,000 fcs. and in 1914, this figure had increased to 123,000,000 fcs. During the war, exports were, of course, negligible, but in 1922, they rose to 1,000,000,000 fcs., and last year, they exceeded 1,300,000,000 fcs. Moreover, by far the larger part of the raw materials used in the manufacture of French cars, was home-produced.

Figures issued in connection with the opening of the 19th Automobile Salon give some idea of the importance of motor-car traffic in France. Of the 447,915 motor cars in France on January 1, this year 293,481 were tourist cars, and 154,434 served for the transport of goods. Roughly, one-fifth of the total were registered in the Department of the Seine. At the same date, there were in France, 20,426 cycle cars, 1,733 motor-cycles with sidecar, and 70,931 motor cycles. The number of licenses taken out for ordinary bicycles, amounted to 5,837,923. The vehicles drawn by animals, in which taxes are collected, numbered 1,719,833.

numbered 171,833.

These figures give, once a vehicle drawn by animal traction, to every twenty-three inhabitants; one bicycle to every seven, one motor cycle to every 539, one sidecar to 2,093, one cycle car to 19.9, and one motor car to every 87. A feature of these figures is, the French preference, either for an ordinary bicycle or else for a fair-sized car. The French roads are not conducive to comfortable travelling on motor cycles, or in small runabouts of the cycle car category.

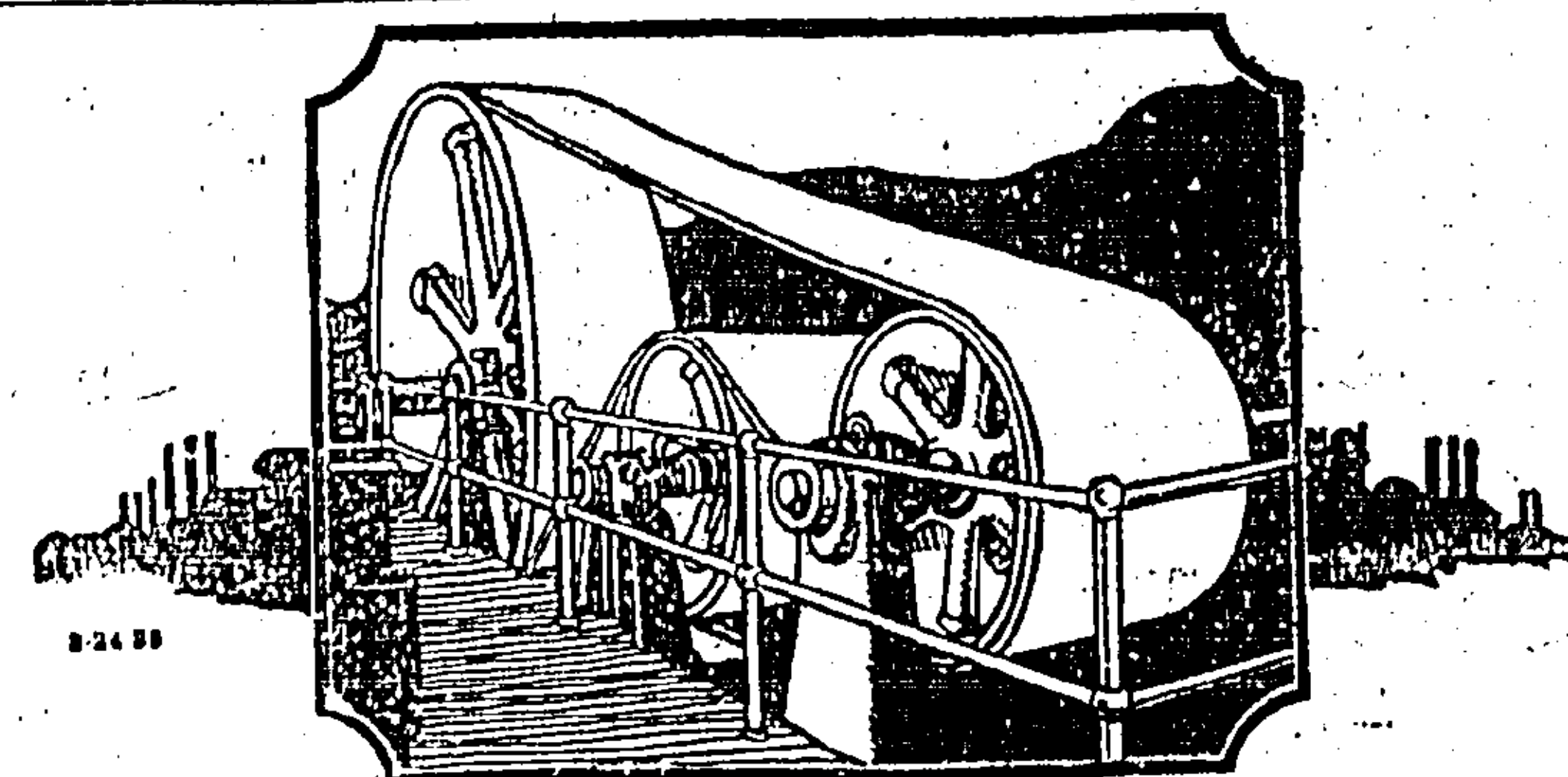
SOME INDIAN COMMENT.

It is no uncommon sight in the big cities of India to see motorists travelling in perfectly well lighted streets with their head lig to full on. This is not only needlessly exhausting the battery and serving no useful purpose, but it greatly aggravates pedestrianism due to dazzle and gives rise to accidents. If owners, who are not drivers themselves, would see that their chauffeurs attend to those minor amenities of motoring, they would greatly assist the public and incidentally have less re-harling bills.

Another point on which there appears to be some doubt is the position with regard to head lights on the open road. The custom invariably now is not to switch off head lights when passing another vehicle, as by switching off the danger of accidents is increased. This rule of the road is not generally understood by all, and there are still those who consider it a discourtesy not to switch off head lights when passing another vehicle, when in fact this is not the case.—*Indian and Eastern Motor.*

CARBON.

CARBON. Carbon deposits are mostly road dust. If the oil which is used gets gummy when hot, the dust going through the carburetor is caught by this gummy oil and held on the pistons. Some oils, those which contain much cylinder stock, form hard cakes of deposit; other oils deposit in small pieces or grains, which are generally dry. As long as the heads of the pistons keep dry with this kind of oil, there is not much deposit formed. In any case the adjustment of the carburetor on the lean side will help very much to reduce deposit forming.



Long life in built into Goodyear Transmission Belts: The materials used in them, for example, the high-grade special weave duck and live rubber "friction" insure long wear under heavy duty.

The stretch is reduced to a minimum and their strength is as great as it is possible to secure.

Besides their long, economical life,

Goodyear Transmission Belts are distinguished for trouble-free service.

It is the absolute uniformity in construction, the gripping power of their rubber surface and the long life of their friction rubber, that make Goodyear Transmission Belts efficient and economical.

**Try Goodyear Transmission Belts
Next Time!**

Goodyear Means Good Wear

GOOD YEAR

BELTING - HOSE - PACKING
MADE IN CANADA

DISTRIBUTORS

ALEX. ROSS & Co., (China) Ltd.

**BANK OF CHINA BUILDING.
HONGKONG.**

**FORD'S SOUTHAMPTON
WORKS.**

NOT TO BE OPENED.

The Southampton Corporation have received official intimation that the Ford Motor Car Co. have definitely abandoned their scheme to erect factories and works on the river Test in order to develop their export trade. Funds, it may be recalled, purchased a

large tract of land for the purpose
from the Corporation.

The Ford Co. are now offering this land to the Corporation. It is likely that they will repurchase it. Ford's latest decision is probably due to the repeal of the McKenna duties, but a further re-decision is not unlikely in view of the conservative majority now in the House of Commons.

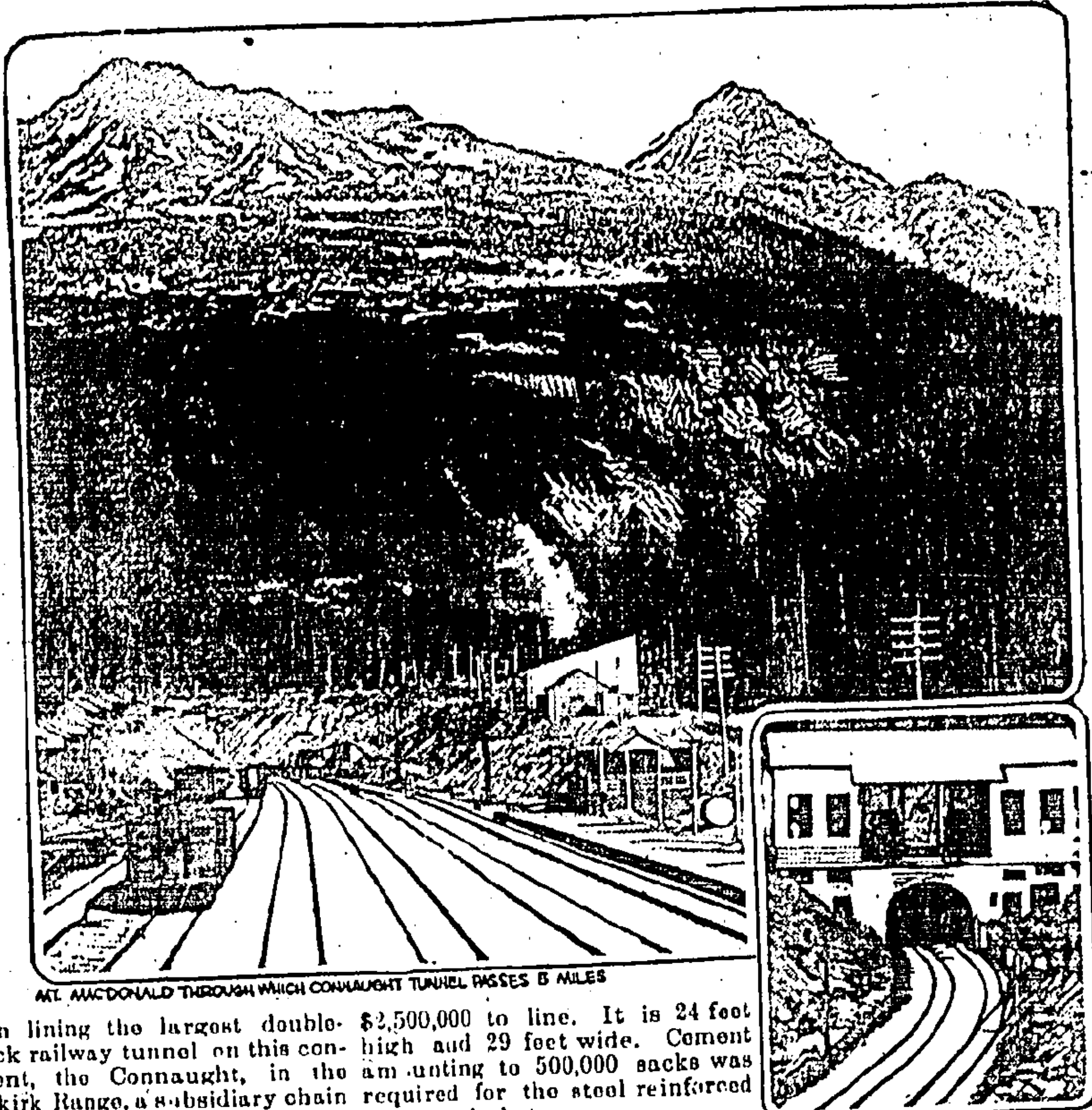
FOR SALE.

OWNER of 8 h.p. De Luxe 1924 R. S. A. Combination wishes to dispose of his machine before going on leave in April next. Perfect condition. Numerous spares. Particulars from Box No. 1259. Hongkong Telegrams.

FEATURES FOR THE FAMILY

HONGKONG TELEGRAPH, SATURDAY, 10th. JANUARY, 1925.

CANADIAN RAILWAY ENTERPRISE. Engineers Lining Famous Big Tunnel.



In lining the largest double-track railway tunnel on this continent, the Connaught, in the Selkirk Range, a subsidiary chain of the Rockies, Canadian engineers are now completing another great triumph. This immense tunnel on the main line of the Canadian Pacific Railway, is named after the Duke of Connaught, a former Governor-General of Canada. It pierces Mount Macdonald from a point 78 miles west of Field, B. C., for five straight miles to its western portal near Glacier, B. C., and cost over \$6,500,000 to build and over

\$2,500,000 to line. It is 24 feet high and 29 feet wide. Commenting to 500,000 sacks was required for the steel reinforced concrete jacket.

The building of the Connaught Tunnel abolished many very serious difficulties. By going through instead of around, Mount Macdonald, the main line mileage was reduced 4.3 miles and the summit elevation by 552 feet, while 2,600 degrees of curvature were eliminated, and nearly 5 miles of snow-sheds, required to protect the track from avalanches, with an army of pusher engines, snow-

ploughs and equipment shops, became unnecessary.

Fresh air is provided for passenger and workmen by two steel fans at the west portal, revolving at the rate of 215 revolutions per minute and supplying 700,000 cubic feet of air per minute. Automatic signals control the traffic in the tunnel.

(SPORTS PARAS.)

Interesting World Items.

Though few of the many Rugger players who turn to Soccer become goalkeepers, that seems to be the most natural position for them to take, seeing that they should be gifted with a safe pair of hands. The greatest modern instance of a "convert" from the handling code is Farquharson, of Cardiff City. He is very popular at Ninian Park, because many of the City's followers have also changed their allegiance from one game to the other. The historical case which the Cardiff goalkeeper follows is J. W. Sutcliffe who played for England at both codes.

Who ever heard of a boy of 12 years being a professional footballer? Incredible though it may seem, Alfred Saxby, Chesterfield's popular right-back, actually signed his first professional form when he was only that age. He was playing with a junior club named Boleover St. Mary's when a zealous, but misguided enthusiast persuaded him to sign his name to a professional form, and it required a good deal of correspondence on the part of his father to get the form cancelled. Saxby, by the way, is in business as a publican, as are Roberts (Manchester City), Hardy (Notts Forest), Pagnam (Watford), Fazackerley (Wolves), Storor (Hartlepool United), and others.

Colin Veitch has been making very successful public appearances lately. However, it is not as a footballer that the old Newcastle skipper is performing but as an amateur actor. His part was that of the elderly gent in Bernard Shaw's "Back to Methuselah." Veitch was always a good stayer, but an hour and a half's talking on the stage is a lot. His performance was described as masterly. As a musician, too, Colin stands high, and few, if any, have such an extensive knowledge of Gilbert and Sullivan's works. He has conducted the whole series.

Sir Walter de Froese, made an appeal from the ring at the National Sporting Club recently for funds on behalf of the Boxers' Benevolent Fund, and by contributions from the patrons and an auction of golden sovereigns upwards of £600 was realised in a few minutes.

The inter-Varsity Boat Race is a long way off yet, but the process of selecting the oarsmen is already under way. Only two of last year's Oxford eight will be available—G. J. Mower White and G. E. G. Gadsden. With so many new men to find these two old Blues are not taking part in the Trial Eights, but are to be seen daily on the towing path on horseback coaching and looking for talent. Gadsden, the present O. U. B. C. secretary, was brought into the boat late in the practice for this year's race, thus supplying Oxford with their usual Eton representative.

J. Galloway, the centre-forward Notts Forest have obtained from Derby County, comes of a well-known Yorkshire Rugby family. His relatives were great forwards when Yorkshire provided most of the England pack. Galloway was for some time a conductor on a Sunderland tram and first attracted the attention of the professional managers when playing for the tramways team.

The announcement of the venues for the golf championships of 1925-6, by the R. and A. Committee, brings with it an additional course to the rota. Lytham and St. Anne's will be the venue of the open championship in 1926, which will be the first time a championship proper has been played in Lancashire. The amateur championship for the same year will be played at Muirfield, East Lothian. The year's venues are: Amateur

WINTER SPORTS IN CANADA.

Bigger and Better Than Ever Before.



DES BALLETES

Canada is busy with elaborate plans for a big time when the Snow King arrives, for the north-land is always sure of a white winter. Naturally, the Chateau Frontenac, capital of winter sports is in the fore-front with plans for carnival days. Des Balletes, a past master of all sorts of winter sports has been imported to be sports director for that hotel. Mr. Des Balletes is of French descent but was born in Switzerland, and enjoyed all the advantages of winter sports in that mountain country. He came to the United States in 1910 and was for two years Sports Director of Tuxedo Club at Tuxedo, New York's most fashionable country club. He promoted and directed the Sno-Birds of Lake Placid also international competitions of all sorts of sports. He plans to form a "Frontenac Winter Club" in Quebec, which will

out on a program of international competitions including figure skating, curling, ski-running, ski-jumping, hockey, snowshoe cross and stunts and other winter sport activities. Night skating masquerades on the illuminated open rink just outside the Chateau door, are expected to lend enchantment to evening festivities. Moonlight ski-runs and sleighing parties will divide honors with the brightly lighted toboggan slide on Dufferin Terrace and the lure of sweet strains of music within the dancing rooms. Ski-touring will receive much attention and owners of fast horses are being encouraged to train them for that sport. Races will be held on a track of well beaten snow. The Chateau for team will play its usual part in aiding sport and merriment and will be broad to a little Eskimo igloo, adding to their picturesque.

Many parties of Americans will spend the holidays in Quebec. The Chateau is particularly popular with Bostonians who after arranging parties of twenty-five or more—young and old—to spend Christmas in Quebec. It is a long time from Quebec to Revelstoke, B. C., the ski-jumping center of the Canadian Rockies. Revelstoke is not behind its eastern sister when it comes to getting ready for winter sports. The largest skating rink in western Canada is to be erected at Revelstoke and offers are being received from teams all over the west to compete on the new rink. Skating will be the premier sport, but hockey and curling will not be neglected, while a toboggan slide will be operated in connection with the rink. Negotiations are under way to get the best ski-jumpers to participate in Revelstoke's ski-jumping carnival.



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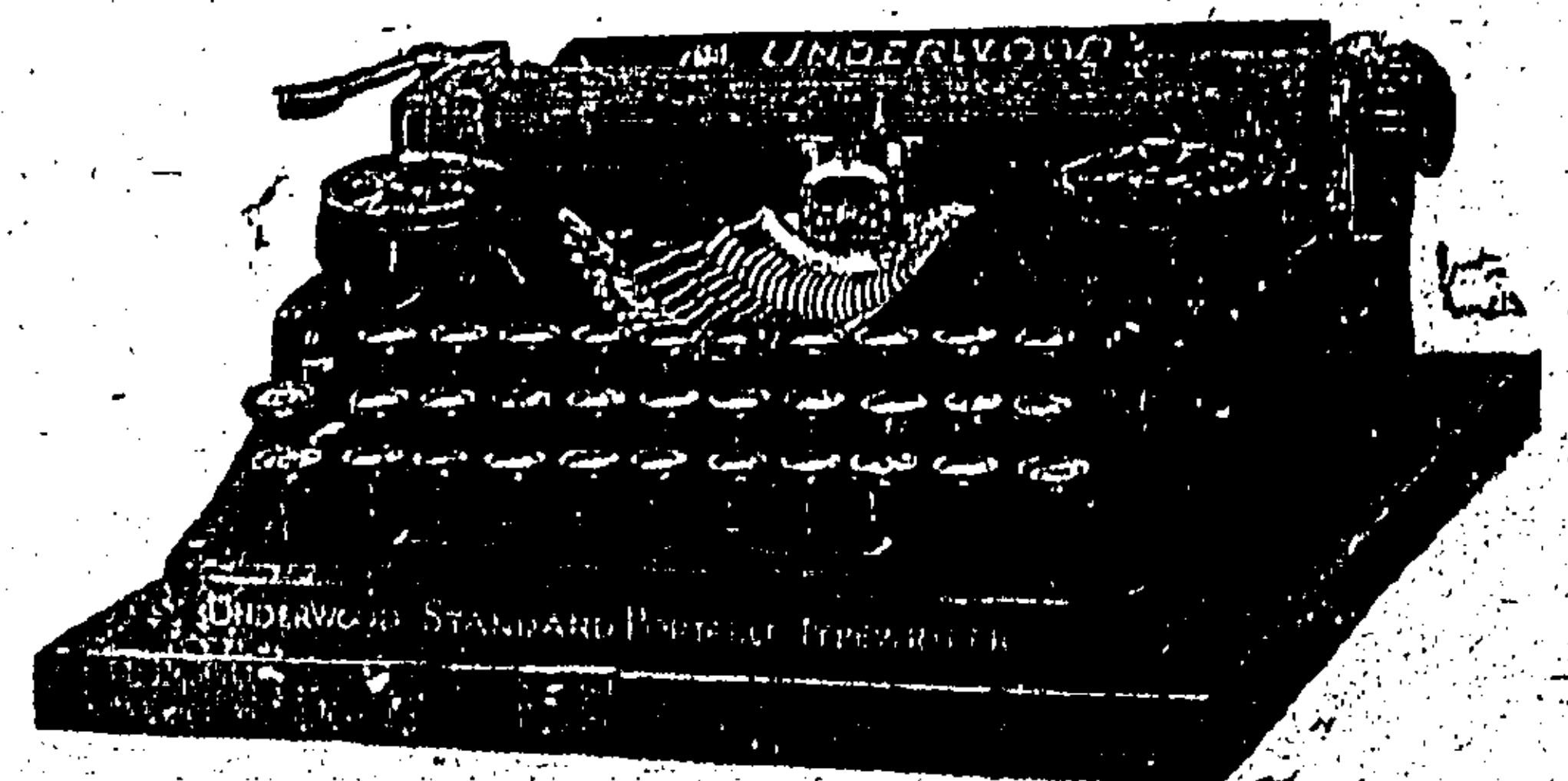


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RADIO NOTES AND NEWS.

Bernard Shaw On Broadcast Drama.

A permanent dramatic company, trained especially for the wireless broadcasting of plays, is the idea Mr. George Bernard Shaw suggests to the B.B.C. He believes the invisible play could offer scope to the old actor.

Mr. Shaw gave a reading of "O'Flaherty, V.C." at 8.30 p.m. on November 20.

His opinions on broadcasting plays have been given to the *Radio Times*.

"I think you are on the wrong tack about it," he told the B.B.C. "You want to broadcast plays and, instead of recognising that the invisible play is a new thing, you persist in asking handsome actresses and well-known pictorial producers to get up ordinary theatrical performances and allow the public to overhear the dialogue. That is absurd."

"What the B.B.C. have to do is to form a company of good dramatic readers, regardless of their age, appearance, and memory, but very particular as to their voices and powers of expression and characterisation, with a good uncle to read the necessary explanations and directions, and keep this company as a permanent dramatic staff."

"Many actors and actresses who have lost their place on the stage through losing their youth, their good looks and their memory, could do admirable work for broadcasting," he says.

"Queen Victoria had a beautiful voice and first-rate delivery at an age when she could not have played any part on the stage presentably, except the nurse in 'Romeo and Juliet'."

"A well-selected company taking advantage of its own invisibility would soon develop a special art of broadcasting and enable you to do at least one play a week better for your purpose than you will ever get it done by sending to the theatre for a performance."

When he broadcasts, Mr. Shaw will read his play and explain the situations and the dialogue as he would to a company of actors who were going to produce the play.

Speaking of his own method of writing plays, Mr. Shaw said: "My writing shows signs of senile

decay; I cannot be bothered to write longhand, so I scribble down the dialogue of a play in shorthand, just wherever I happen to be, on a bus, in a railway train, or in the street. My secretary deciphers the shorthand."

SHORT CUTS.

Things to Know in a Receiver.

You can put a satin finish on your newly drilled panel by rubbing machine oil on it with a fine grade of emery cloth, steel wool or pumice. Rub only back and forth and lengthwise of the panel. Remove the oil after the desired finish is obtained.

Cut a hole in the large end of a long-necked gourd, take out the seeds, cut off the small end, insert a speaker unit and you have a good loudspeaker.

A small piece of vaselined card-board with a little powdered carbon sprinkled on it makes an efficient grid leak.

Diamond shaped dial markers can be cut from white celluloid and glued to the panel directly above the dial.

Test phones by dragging the tips over a tin can. If you hear a faint scratching noise, your phones are O. K.

THANKS TO WIRELESS.

Women have become more interested in politics through the influence of radio. This is the conclusion made at Wey, Schenectady, from correspondence received from thousands of sources on this subject.

SUN IS BLAMED.

The signals heard in radio sets during the attempts to listen in on Mars were caused by the action of the sun's rays on the earth, explains Abbe Moreux, the famous French scientist. The disturbances might have been increased by the proximity of Mars.

MAP SENT BY RADIO.

During the military maneuvers in France, the famous Bellin system of transmitting photos by radio was used to send a map from one section of the country to another.

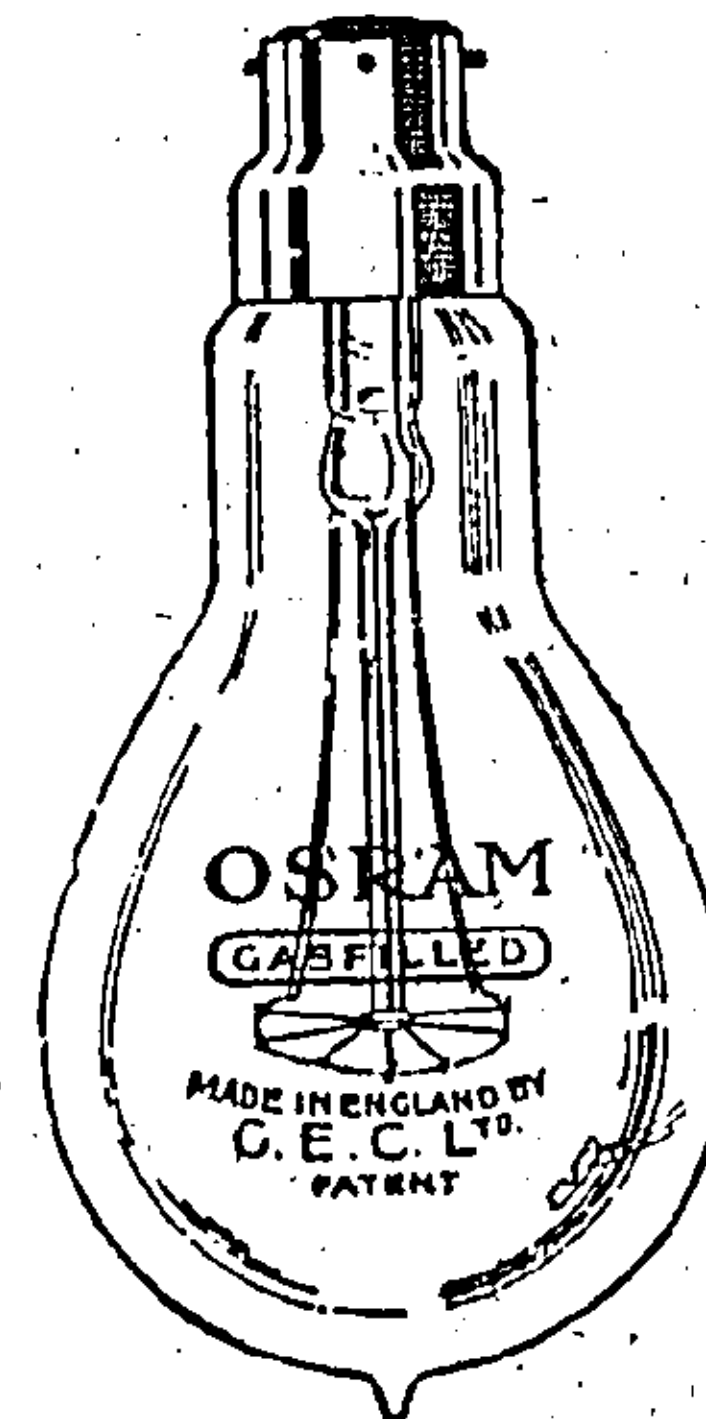
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Women who have sacrificed their hair for the bob and shingle need not suffer that long dreaded "growing out" period, according to Armand Blatt, originator and creator of hair fashions for women.

"Bobbed hair no longer conforms to the latest styles in dress," said Mr. Blatt. "It is still accepted for morning or for sports wear, but the smart well-groomed woman will never appear at a formal evening function with short hair. Wigs and extra hair pieces, such as curls, coils and swirls are being adopted for evening wear. They are pinned on so skillfully that they cannot be detected from naturally long hair."

"The newest hair creation is the La Renee, which is not only



beautiful and natural looking, but transforms a head of cropped hair into the latest coiffure in a few moments. This convenient hair device has a hidden comb which holds it firmly on the head and prevents it from slipping or falling off. All women will recognize this comb arrangement as an outstanding feature, for it

assures one of comfort as well as safety.

"The new hair creation is inexpensive. Any girl can afford one for evening wear. It is invaluable for the business woman who has a limited amount of time in which to beautify herself for an evening function."

"The wearing of extra hair, has of course brought back the fashion of hair ornaments and fancy hair combs. These are more elaborate than they ever were, being shown in Chinese jade, jade, jewelled with rhinestone, pearls, and jet. Exotic ear rings to match these hand-some hair ornaments are also beginning to put in a popular appearance."

NERVES PAINT IN LINES.

If you are very highly strung, remember that you need far more rest and sleep than your rather phlegmatic sister, and unless you get sufficient of both you will age much more quickly than you should.

Nerves can write more on your face in the way of lines and little

INTERESTING SCARF.



This sport frock has an interesting scarf with one end free and the other passed through embroidered slits forming a part of the trimming of the frock. The monogram shows how unwilling Paris is to part with this very personal touch. The waistline is almost back to normal, you see.

NOTES FROM THE PARIS SHOPS.

Coat linings are an important factor in our wintry wardrobe and repeat the fabrics of the dress worn underneath. This is even carried out when frocks are made of black velvet, which is now of such pliable texture that any hint of clumsiness is eliminated. Indeed, one of the most graceful and becoming fur coats, is of kolinsky, lined with black velvet, destined to be worn over a black velvet frock.

The dominant note of the newest afternoon frocks is the use of black satin and crepe de Chine. Many of the newest models show unbroken front panels of bright green, cherry, or tan crepe, giving a half and half silhouette effect—the back being of sombre black, the front of colour. A bright coloured untrimmed felt hat to match completing the ensemble.

There are also some unusual frocks made of checks of lame, combining black and cherry, or black and blue, and a well-known Paris firm has scored a success by making gold lame coats trimmed with catskin to wear with the same. One of the new black draped velvet turbans trimmed with outstanding tufts of osprey, gives a charming finish to a costume of this type.

stances permit, and adopting a diet rich in oils and fats.

Eggs, sour milk, cream cheese and butter are all excellent for the nervy woman, but tea and coffee should be avoided. When taken, tea should be made with boiling milk in place of boiling water.

Sound refreshing sleep is absolutely essential, and it is generally the nervy woman who sleeps badly. A warm bath, to which a handful of dried sage and the same quantity of lavender tops, tied up in a muslin bag, have been added, will be found very soothing, and a glass of hot milk, sipped very slowly the last thing at night, will nearly always ensure a night's sound sleep.

A short rest during the day is of great benefit, but when this is not practical, the woman who

TO-DAY'S BEAUTY NOTE.

There is one thing you must do every night, however tired you are, and that is to clean your face thoroughly with a good cold cream. Do not, as most women do, rub on the cream and wipe it off immediately. It has a far more cleansing and softening effect if you leave it on the skin for about five minutes, say, whilst doing your hair or undressing. If you take your bath at night, leave the cream on while you do so, and then wipe it gently off, always in an upward direction, with a piece of old silk or linen.

After cleaning your face, take a little of the cold cream on your finger-tips and massage it gently, with a circular movement, into the skin above the collar-bones until all the cream disappears. Then do the same to the backs of the hands and the tips of the elbows. This only takes a few minutes and is well worth doing, for these are the spots which give many women away!

OUR FASHIONS.

Evening cloaks, are in a most unexpected mood. Of all things, they have suddenly decided to be severely tailored, and the very newest outline is that of a perfectly straight and plain street coat, as severe as a man's overcoat, but carried out not in the rough tweed one would expect to see, but in some beautiful velvet or brocade. Yes, they do allow a fur collar and cuffs—ermine, fox or bunny generally—but even so, the effect is, at first sight, rather hard. But one will get to like these coats—for one reason, they look very well with the all-conquering shingle.

Shoes have become rather simple—a low sandal with one strap is the favourite design. They are almost always of gold or silver; plain satin shoes are rarely seen. Stockings are the palest flesh-colour, and as gauzy and transparent as they can possibly be, consequently they are practically invisible, which, considering their cost, seems rather wasteful.

Gloves—yes, there are such things as evening gloves now. In Paris they are wearing flesh-coloured gloves of very, very fine soft suede, reaching right up to the shoulder. They are very attractive-looking, rather un-

RINGS SEEN IN PARIS.

Few jewels worn at one time is the selective taste of to-day in jewellery. One may have a whole collection of rings so as to change from day to day, but the rule is never to wear more than two rings on the left hand, and only one on the right.

These rings are invariably large ones. Sometimes all three rings will be of single, large pearls, and they should be pinkish or irised, in any case not too white. An enchanting ring seen in a shop near the Madeleine shows a centre of a yellow stone (whether yellow diamond or pale topaz it is hard to say) surrounded by a row of small emeralds which, in turn, are surrounded by tiny diamonds.

BEAUTY FOR THE DANCING GIRL.

How to keep fresh and avoid a shiny nose and cheeks in a heated dancing hall is rather a problem to the average girl. Powder dusted directly over vanishing cream seldom has the desired effect for very long. Mostly it "gives" after the first hour or so, and the use of the powder puff on the face then produces a smeared effect.

Next time you wish to keep fresh and cool for the whole evening try what a few drops of good eau de Cologne will do, applied over the cream. Rub the cream into the skin smoothly, then put a few drops of eau de Cologne on a small pad of cotton wool and dab it over the face and throat. Do not rub it in, merely dab it on. Then apply the powder puff, putting the powder on rather thickly. Allow it to stay on the skin for a few minutes.

INTERESTING ITEMS.

The newest sets in lingerie include a strapless brassiere, lace trimmed knickers and garters to match.

Pink, yellow or red lace frocks are among the novelties from Paris. They are very attractive under an evening wrap.

A novelty vanity case is of brilliant green bakelite with a long silk tassel in which is concealed a lipstick.

Attractive monograms for handkerchiefs are done in cut-out work and present an openwork section that is most decorative.

Dancing frocks of bright red velvet very short and very full skirted are worn effectively by the young and slim.

Yellow and the ambre shades are extremely popular in chiffons and very thin fabrics.

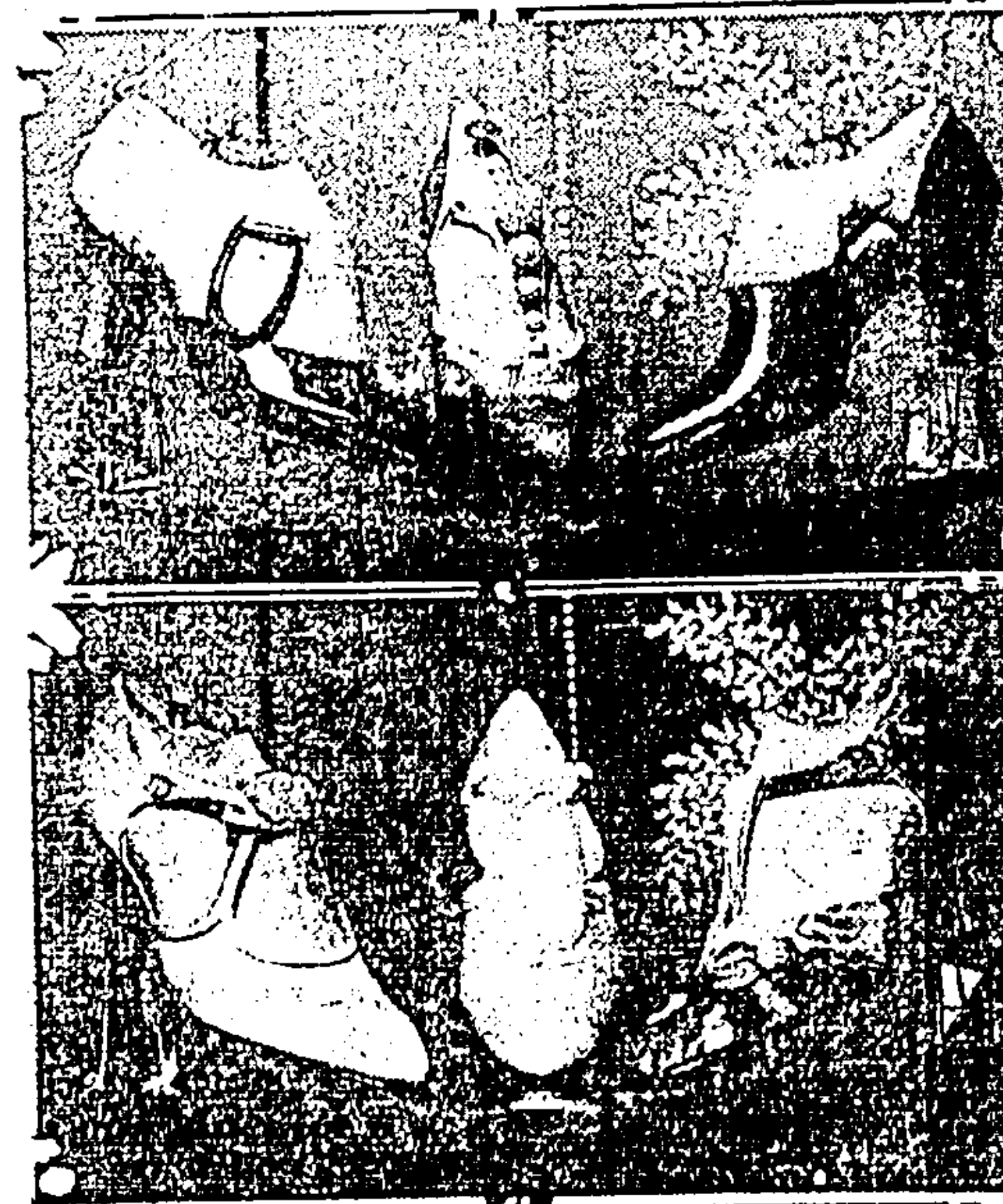
Theatre hats are now being sponsored by some of the smartest women. They are made to fit the head snugly and to suggest a close coiffure. Silk fabric of great resiliency and lustre are used.

Large synthetic emeralds are mounted in silver settings to make rings for the little finger.

Rhinestones and pearls made into small designs are a very popular method of trimming evening gowns of chiffon or crepe.

Dresses that button from the snug choker to the hemline with

THE LATEST IN SHOE STYLES.



[There is something so distinctly personal about shoes—even hats or gloves do not mean quite so much when one really would be chic.]

Just the right shoe means a great deal in midday's attire.

There are smart walking models of lizard and patent leather combined, or lizard dyed a dull green with brilliant as a contrast, or chic Biarritz red kid with what is known in Paris as a lizard cuff.

These models are shown from left to right in the top photograph.

In the bottom photograph, from left to right, are shown gay col-

oured rhinestones, and even precious stones, used as an important role in evening shoes.

The new blond satin, on the left, have a unique topaz buckle and heel to match. The lovely new cloth silver, in the centre, is made into a smart model whose décollete is entirely outlined in double row of rhinestones.

On the right of the lower picture is shown the smartest new brocade in glorious reds and blues with heels in red and blue rhinestones to match tones of brocades.

One of Paris' leading actresses had this heel in rubies and sapphires.



This is the latest and best picture of Mrs. Charlie Chaplin. Cinema-goers perhaps know her better as Lila Grey. She is Charlie's leading lady. The comedian married her at 5 in the morning in the little town of Empalme, near Guaymas, on the Gulf of California, in Mexico.

BEAUTY FOR THE BROWN-HAIRED.

Are you one of the betwixt and between girls who cannot be classed as either blonde or brunette? If so, and your hair is one of your best points, as it so often is, here is a very special hint which will greatly enhance its beauty, bring out all its bright lights, and make it as soft and glossy as spun silk.

Get a couple of ounces of rosemary tops—any chemist or herbalist sells them—and put a tablespoonful well piled up, of the tops into a pint of boiling water. Cover and leave to stand for half an hour. Do this before you shampoo your hair. Then mix an egg shampoo and thoroughly shampoo the hair.

To make the egg shampoo beat up an egg with a tablespoonful of warm water, a teaspoonful of finely-shredded white Castile soap, and a tablespoonful of bay rum. Work this well into the roots and through the hair. Rinse off in clear cold water, then give a second rinsing, and to this add the water in which the rosemary tops have been steeped. Strain it off carefully so as not to add the tops as well as the liquid to your rinsing water, then dry the hair by fanning, and just before it is quite dry brush over it a little lavender water and arrange your water-waving combs.

Pin an old veil over your head and leave it for 20 minutes. When you take off the veil and remove the combs your hair will be beautifully wavy, soft and glossy, and the wave will last much longer than when done with plain water.

The use of the lavender water will also give the hair a delicate perfume which is very fascinating.

CHANGING STOCKINGS.

The colours of stockings are undergoing a change for the darker for daytime wear and a reversion to lightness for evening wear.

The gold and silver stockings have inspired the hostess to bring forth pale pink, pale mauve, pale yellow and white stockings for evening wear while the daytime modes have shifted to the browns, in very thin textures, of course, but definitely brown. The latest shade is rather a purplish tan, a little quaint, to our way of thinking, but new, certainly. Maroon and negro are really quite pretty, however, worn either with a brown frock or with a black one.

THIS WEEN'S RECIPE.

NUT PUDDING.

One-half cup brown sugar, 2 tablespoons milk, 1/4 teaspoon soda, 1 cup milk, 1 teaspoon butter, 1 tablespoon cornstarch, 3/4 cup nuts.

Dissolve sugar and the 2 tablespoons of milk over a slow fire. Watch carefully to prevent burning. Dissolve soda in 1 tablespoon warm water and stir into melted sugar. Dissolve cornstarch in a little cold milk, using some of the amount called for in

DANCE FROCK.



Chiffon velvet as soft as chiffon forms the bottom of this frock of orchid chiffon beaded in beads of a slightly darker shade. The circular scalloped skirt is the type Paris approves of highly for dancing and the silhouette is perfect.

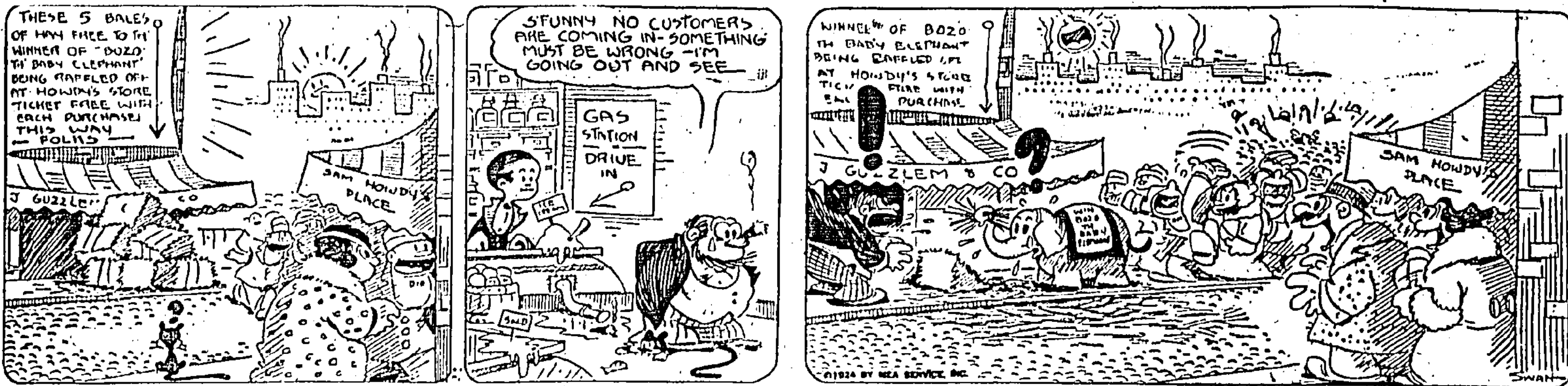
the recipe. Add milk and beat to sugar and stir in dissolved starch. Cook, stirring, until thick and done.

A PAGE FOR THE KIDDIES.

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BY SWAN



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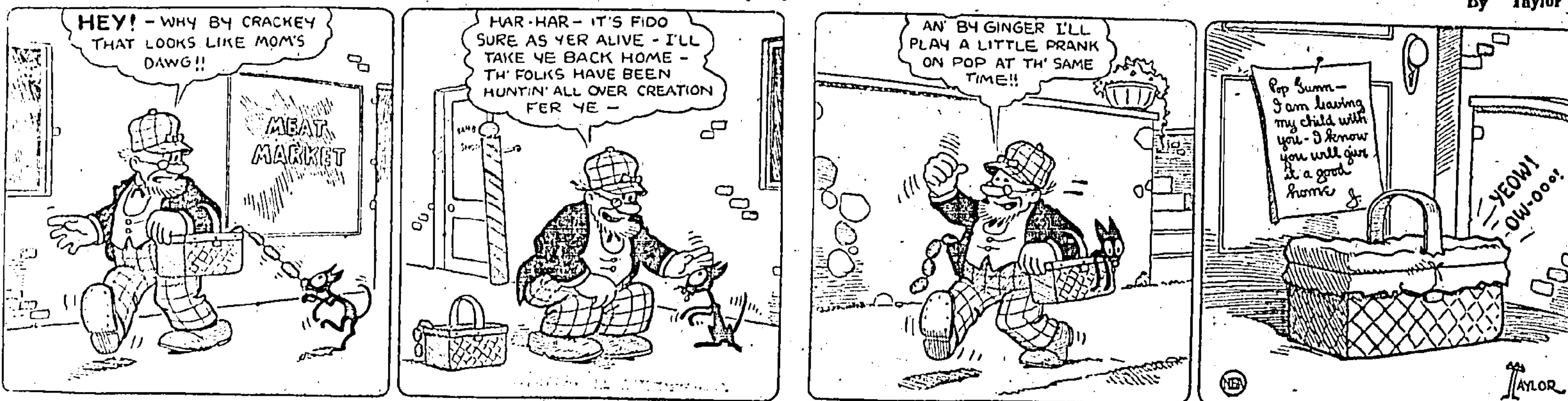
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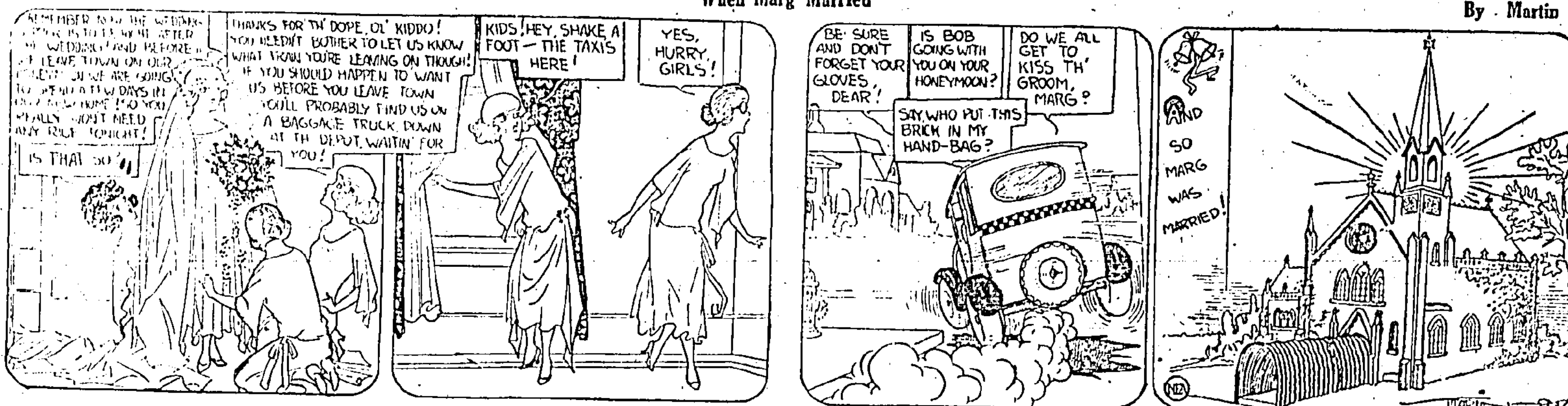
By Taylor



BOOTS AND HER BUDDIES

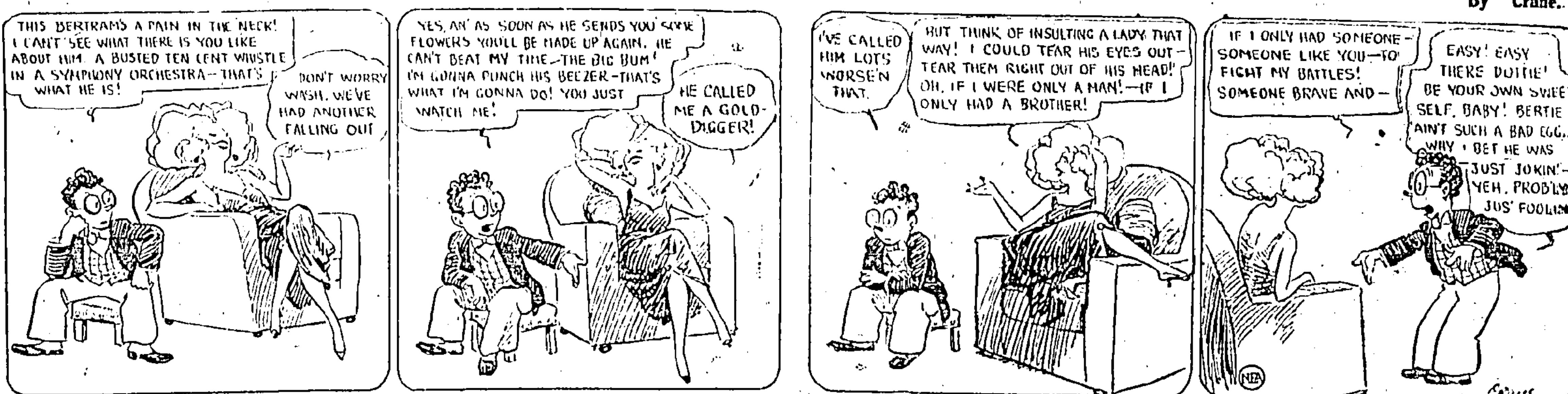
When Marg Married

By Martin



WASHINGTON TUBBS II

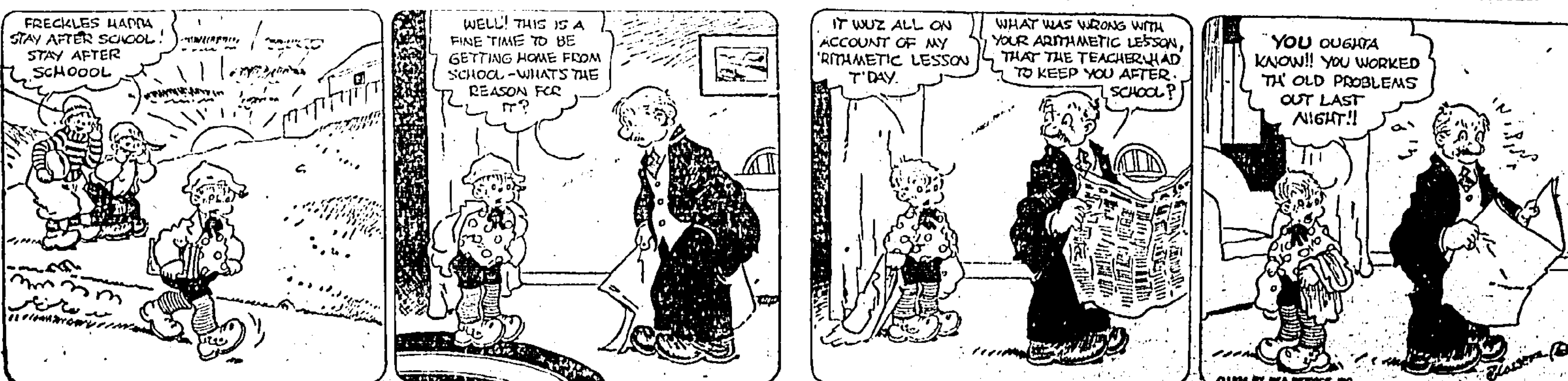
By Crane.



FRECKLES AND HIS FRIENDS

One on [Pop]

BY BLOSSER



FUNNY STORIES.

GENTLE SPEECH.

Two men were becoming abusive in the course of a political quarrel.
"I think," cried one of them, "that there is just one thing that saves you from being a barfaced liar!"
"What's that?" asked the other.
"Your whiskers," was the reply.—*Tit-Bits*.

WAITING.

The Visitor: "What's the weather going to be?"
The Native: "Can't tell 'ee yet, sir; the Lunnon paper 'avon't arrived."—*The Tatler*.

UNDER COVER.

Husband (returning from angling trip)—What do you think of these beauties?

Wife—Don't try to deceive me. Mrs. Nabor saw you in the fish shop.

"Of course she did. Why, I caught so many I simply had to try to sell some."—*Tit-Bits*.

MERELY A HINT.

Mr. Boro—Do you really believe that absence makes the heart grow fonder?

Miss Sweet (pintedly)—Well, you might try it for two or three months!—*Judge*.

NEW WORKS.

Mr. Jones, who is a man of few words, went into the music store to buy some music for his wife.

"Mikado" libretto," he said to the clerk.

The clerk stared. "What's that?" he asked.

"Mikado" libretto," repeated Mr. Jones.

"Ma no spike Italian," said the clerk.—*Judge*.

MYSTERY GALORE.

"Seen any mysterious strangers around here lately?" casually inquired the detective from the city.

"Waal," answered Uncle Eben, "there was a feller over to town with the circus last week what took a pair o' rabbits out o' my whiskers.—*Arizona Who Doo*.

NOT THE PLACE FOR IT!

An American millionaire was being shown by a Scottish peer over a Highland estate which he intended to buy.

When they reached the house the American noticed over the entrance hall the motto, "East West, Ham's Best."

Turing to the owner, he remarked:—"Well, my lord, there's one stipulation I must make," pointing to the motto.

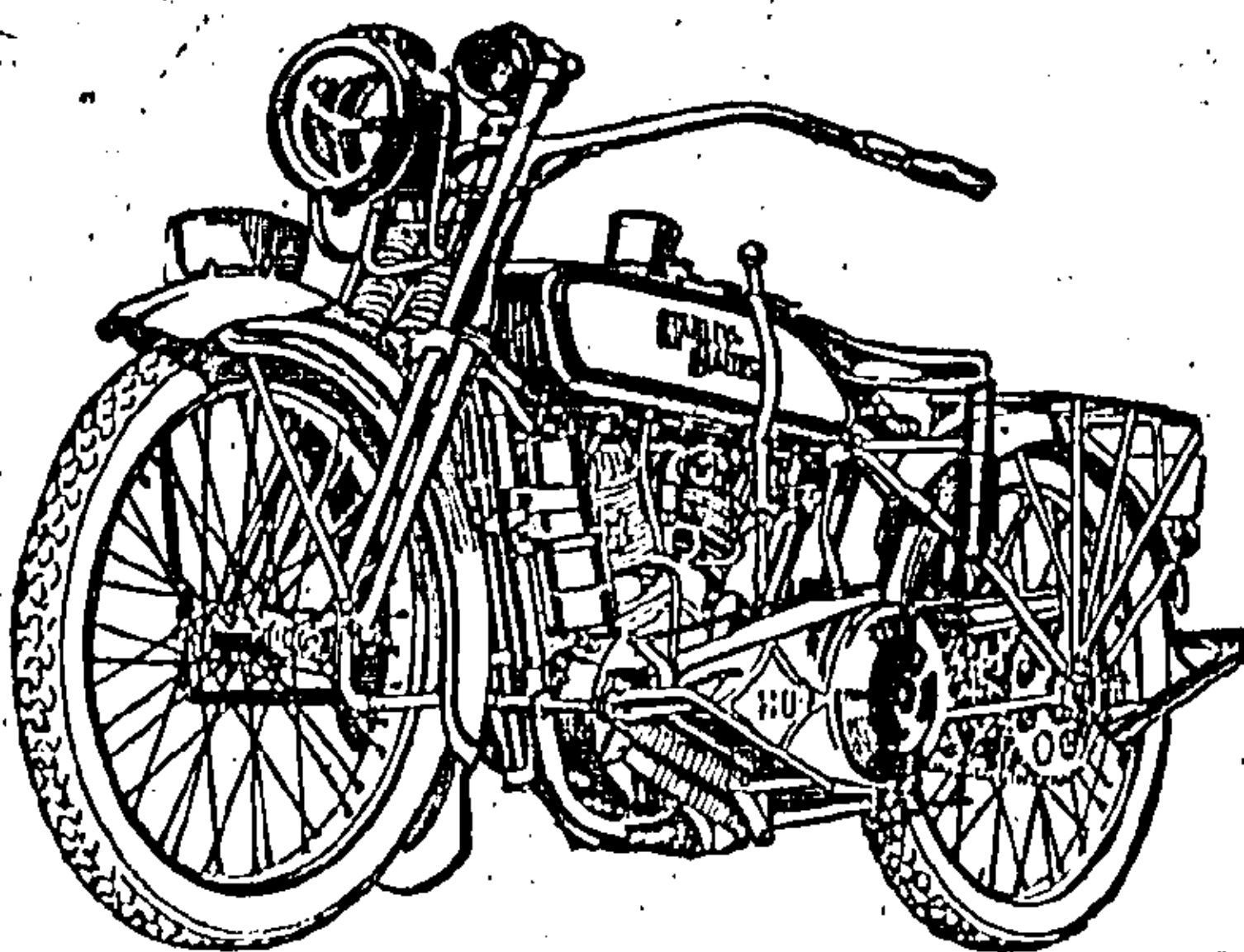
"That fellow Ham's got to take down his advertisement."—*J*.

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Harley Davidson



1924 MODELS IN STOCK FOR
IMMEDIATE DELIVERY.

SHEWAN TOMES & CO.

Sole Agents. Tel. C. 781.

YET ANOTHER SHIPMENT

JUST ARRIVED OF THE FAMOUS

B. S. A.

MOTOR
CYCLES

An early inspection is advised.

THE SINCERE CO.



It's Always An Uphill

Climb When A Truck

Is Not Properly Cared For

LIKE the Chinese doctor, we pride
ourselves not so much on curing
trouble as on preventing it.

Proper care of a truck DOES
eliminate trouble and expense. Many
business men who like to keep down
costs praise our service highly.

The Dragon Motor Car Co., Ltd.

Expert and Constant European Supervision.

Telephone C. 1246 or 1247.

A. J. Allison, Service Manager.

1924 OLYMPIA.

AN EXPORT TRADE VIEW

(By an Overseas Trade Observer.)

I am very glad that I visited Olympia this year, because the exhibits of British manufacturers there offer a most amazing choice to the Colonial buyer, whether he is looking for a town vehicle or a "camp" car. Incidentally, most of the manufacturers of British cars confirm an idea that I have cherished for a long time, and that is the existence of a very marked tendency on the part of overseas buyers towards British goods.

Dealing with what is popularly known as the "Colonial model"—that is to say, a fairly heavy type of car which will give good service over the "camp" or "bush" tracks—I do not think that buyers from the Dominions (or, indeed, any overseas countries) will have any difficulty in finding cars to suit their requirements; and, what is more, in Olympia they have a far wider range of British cars to choose from than that which is offered by imported cars. We all know, of course, that a few American makes are strongly entrenched in the Dominions, but they are all more or less the same as regards power and appearance, and they all possess the common factor of low selling price. With the many British cars shown at Olympia, however, the story is very different, as there are several excellent British products in the 20 h.p. class which are offered at prices almost as low as those of the better-class American (or Canadian) car; and the best of it is that all these British cars have individually stamped all over them.

THE QUESTION OF PRICE. The matter of price, too, is worth commenting upon. As I have just said, there are several British "Colonial models" offered at very tempting prices, and one must remember that even the most hardened overseas motorist with somewhat "Americanised" ideas will agree that the British product is sure to be worth more than the American; so that, just supposing that he felt a little bit doubtful as regards the cheapness of the British types offered, he could, by springing another £50 to £100, find British cars embodying all the various points demanded by overseas traders plus a choice of colours and a finish that the quantity manufacturer could not give even if he desired to.

As regards technical details, I was pleased to note that the many British manufacturers who are catering for overseas traders are quite up to date as regards what is required in Australia, New Zealand, South Africa, and other parts. All the cars I inspected were provided with ample cooling arrangements in the shape of large radiators with head tanks, pumps and piping of large diameter. The average road clearance was 10in., which is quite sufficient for all practical purposes; and in mentioning road clearance I should state that I do not mean that by means of large diameter wheels the centre of the back and front axles had been kept 10in. from the ground. I mean that the clearance of 10in. represented the lowest point from the ground of any part, not excluding brake drums, brake connections, and exhaust pipes. Wheel-track in the case of the larger type of cars was invariably 55in., and springing had obviously been a matter of considerable study, nearly every manufacturer fitting some form of rebound damper.

THE LIGHTWEIGHT CAR. Now to deal with the type of car which has made British motor car manufacturers famous during the past six or seven years—the light car. The overseas buyer has an almost unlimited choice. He can buy highly serviceable cars from about £180 to £400—cars which will compare very favourably with the Continental cars which are selling freely in countries like South Africa.

A great many people think that the British light car has no place abroad because of its (relatively) narrow track, but these people forget that there are hundreds of buyers in overseas countries who use their cars in the great cities only, where the roads, if not as good as those in England, are by no means bad; and what I am on the subject of wheel-track, it is worth mentioning that several manufacturers of high-class British light cars offer their product with a 56in. track for those who want it.

If I may venture to make a gentle suggestion in connection with British trade overseas, I

FIRESTONE ACHIEVEMENT.

AN INTERESTING CABLE.

Readers will no doubt be pleased to read the following cable recently received here from the Firestone Tyre and Rubber Company:—

"Race results National Championship Culver City California December 14th 250 miles as follows: Hill Hartz Milton Comer Shattuc Shafar respectively cars Miller Special Durrant Special Miller Special Durant Fiat Dusenborg all two litre cars average time 126 miles per hour breaking all world records this distance stop all winning cars Firestone equipped stop Hill neither changed tyres nor stopped stop great day for Hill and Firestones."

Just think of the tremendous strain that the tyres were forced to undergo at the terrific speed of 125 miles per hour. Yet Firestones stood up to the highest standard of quality which has always been maintained and carried Hill to victory and the National Championship. That all winners choose Firestones is in itself sufficient evidence of their faith in the product, for tyres are one of the most important deciding factors in the winning or losing of a race.

All Firestone Gum-Dipped cord tyres are built of the same material with the same careful workmanship and deliver equally dependable service.

YOUR FIRST MOTOR CAR.

Your first car is the yardstick by which the faults or the virtues of succeeding cars are judged. Whether you realize it or not, you are always unconsciously saying, "How much smoother this engine runs," or "The old car never did that." It is a very good way to appreciate the important strides that have been made in automobile design, as well as the mistakes you make in choosing subsequent cars.

should like to say that I think that the time has now come for Colonial and other overseas traders to appreciate the fact, as they really are. The British manufacturers have the goods, and they have them at prices which will suit all; and they have them constructed to suit the most exacting overseas conditions. I think that most Colonial who have studied the exhibits at Olympia will admit the truth of this. Very well, then; let them do as the agents do in this country: take up the representation of the make they fancy and purchase the cars in the ordinary way. It is time to cease all this talk of sending out numbers of cars on consignment and establishing a chain of showrooms and service depots. All this can come afterwards, just as it did in the case of the American cars after their agents had properly established a sufficient demand.

The motoring tendency overseas today is veering towards a British motor car, and alert traders will also think take every advantage of this fact.

LIGHT ON HAND.



Motorists in England have no fear of being misundestood, when they signal a stop, right or left turn. On the back of the signal hand the motorist carries a prism glass which reflects in red the light from the headlights of the motorist behind. It serves as a good warning light.



"Even better than my former Essex"

Advantages of both Hudson and the former Essex are combined in the new Essex Coach.

And with finer body and a 6 cylinder motor, built on Hudson patents, its cost is much less than Essex closed car comforts ever sold for.

It continues the famous Essex qualities of performance, economy and reliability.

Steering is like guiding a bicycle. Gears shift easily. Care of the car calls for little more than keeping it lubricated. Its economy includes not only exceptional gas oil and tire mileage, but a policy of minimum maintenance cost with parts prices that will astonish you.

5-passenger Touring	\$2,500
5-passenger Coach	\$2,800

THE DRAGON MOTOR CAR CO., LTD.

Telephone Central 1246 or 1247.

33, Wong Nei Chung Road—Happy Valley

HEADLIGHT GLARE.

CONTROL OF LIGHT BEAM MAY SOLVE DIFFICULTY.

It is a widely held belief that the motor headlight glare problem is one of great mystery, difficult of comprehension and almost insoluble. This belief is confirmed by statements from time to time predicting that blinding headlights are to be done away with because some of the best illuminating engineers in the country have fixed upon a few headlights which do not glare, and that after a certain date none but these devices will be tolerated. The date comes and goes, and the public minds more glaring headlights on the roads than before the reform was put into effect.

On a clear, cool night the stars sparkle and are brilliant; when the full moon rises the stars near it cease to be visible; as dawn approaches the moonlight begins to fade, and when the sun rises the moonlight disappears. At this time the stars, moon and sun are all shining, but only the sun is visible. This is due to a physiological property of the eye. Whenever two or more lights are present the eye automatically adapts itself to the strongest light, and if this is more than six times as strong as the other lights it renders the weaker ones invisible. This is known as the law of sensation, or Fechner's law, after its discoverer. The physiological range for comparison of lights thus is narrow.

While it has been shown that the eye can adapt itself to see by lights ranging in intensity from 1,000,000, a peculiar physiological fact is that, no matter where a light is in the scale of intensity, the range of comparison, 60 to 1, remains constant. When this range is exceeded the weaker light becomes invisible, no matter whether it is a small fraction of one candle power or one thousand candle power.

ADAPTION OF EYE TO LIGHT. On a bright day automobile headlights may be turned on, and in many instances will be visible. When they are seen

they do not interfere with vision and the numbers on the front license plates can be read with ease. This is because the light reflected from the license plate to the eyes is nearly, or more than, sixty times as powerful as the headlights.

Toward evening the headlights appear to become stronger, and they continue to brighten until, not only can be seen of the fading daylight. This indicates that the daylight has become less than one-sixtieth as strong as the headlights. If the headlights are now turned off it will be found that one can still see fairly well by the daylight. This is an example of the fact that the eye can adapt itself to change in intensity of light that is beyond the ratio of comparison.

GLARE COMES AFTER NIGHT. When daylight disappears the headlights glare intensely. Some say it is because the light is too strong, yet no change has been made in the headlights and it is known that the daylight which rendered them invisible is more than sixty times as powerful. It is evident, then, that headlights do not glare because their light is too strong for the eyes. As daylight increases the glare decreases.

What happened is this: the eye automatically adapted itself to the strongest light. During the day the sunlight was more than sixty times as strong as the headlights and made them invisible. Toward evening the intensities constantly became less until it came within the range of comparison, when the headlights began to brighten. After daylight became weaker than the headlights, the latter rapidly increased in brightness until daylight fell to below one-sixtieth of their intensity of the headlights, when the glare intensified. In the morning, when dawn appeared, the process was reversed. The eye followed the strongest light much as a compass needle is attracted.

GLARE NOT IN LIGHT ITSELF. Glare, therefore, is not something which exists in light, but is due to a physiological change in the eye. Surrounding any light which glares with a stronger light will instantly remove the glare, and if it is more than sixty times as strong will render the glaring light invisible.

INCREASED TOURING.

FUEL CONSUMPTION FIGURES.

Washington.—In two days motor vehicles in this country made more mileage than all passenger trains in the entire year!

This remarkable fact is gleaned from a survey of fuel consumption figures for only one month last summer.

Last July, according to Bureau of Public Roads report, the domestic demand for gasoline was 794,030,852 gallons, at least 85 per cent. of which was used for motor vehicles. With more than 15,000,000 of these on the roads, the average daily fuel consumption is figured at 1.4 gallons a car.

Assuming 14 miles a gallon as average mileage, the total daily mileage made by U. S. motorists amounted to 300,000,000.

Improved roads, it is added, may have saved motorists millions of dollars in fuel consumption alone. Research at the Iowa State College shows that where a gallon of gasoline is consumed on a poor road, only seven-tenths of the fuel is needed over improved roads just as long.

Conversely, any light can be made to glare by surrounding it with a much weaker light. If the surrounding light is less than one-sixtieth as strong as the included light this will be blindingly bright. It is assumed that no other than the two lights reach the eye and that the physiological effect produced results from the action of the two lights only.

HONGKONG HOTEL GARAGE

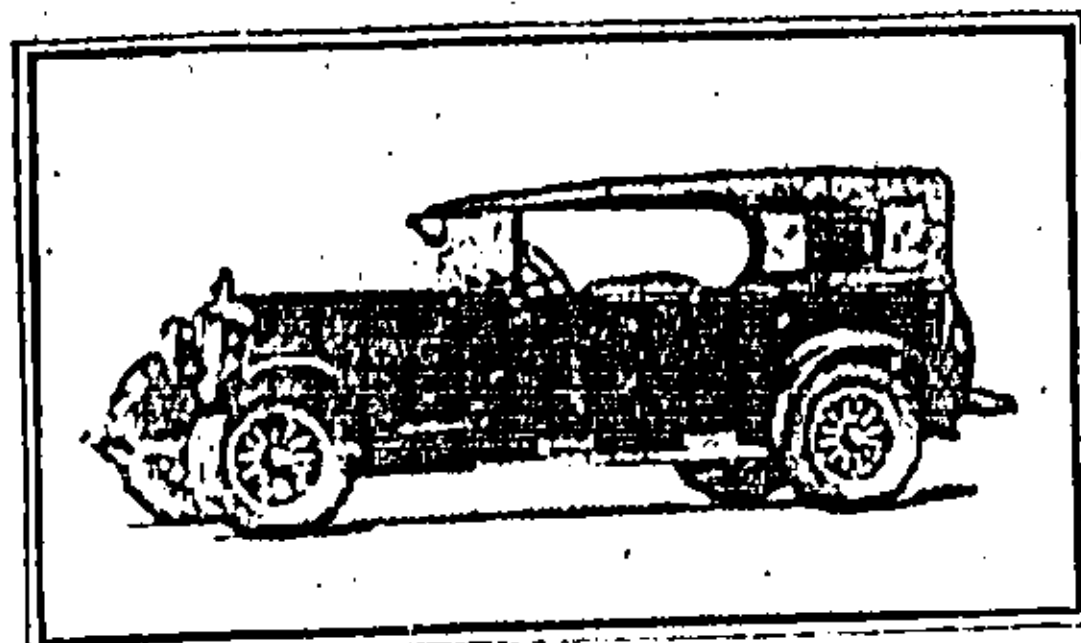
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1925.

Hydraulic
Four Wheel
Brakes



Genuine
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Arriving by "EMPRESS OF RUSSIA"

CALL AT OUR SHOWROOMS FOR

CATALOGUE AND SPECIFICATION

DON'T FAIL TO SEE THEM

TEL. 4750.

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THE HONGKONG and SHANGHAI HOTELS LTD.

Indian Prince The Personal Motor

Gives 90 to 100 miles per gallon.

Weight Only 235 pounds.

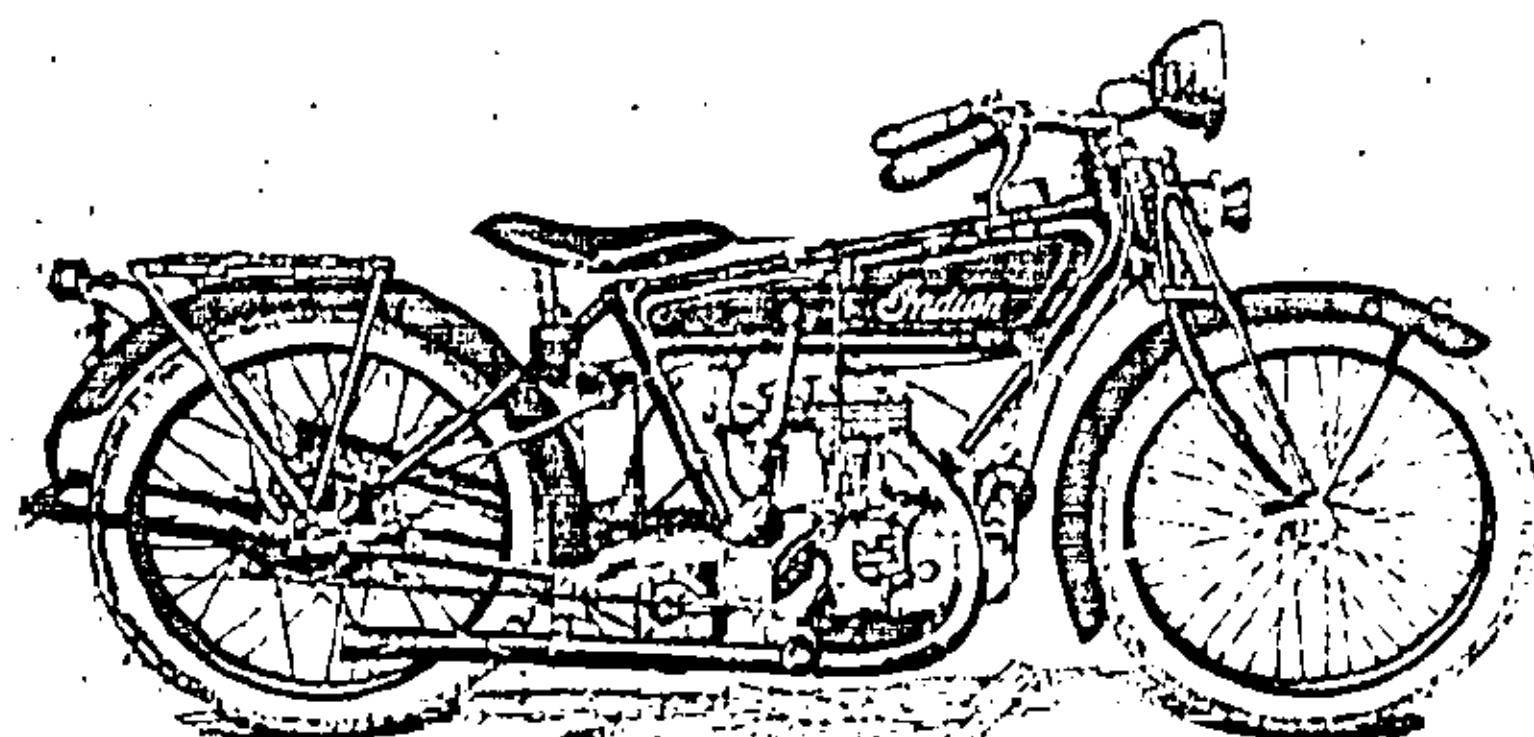
Lubricates itself automatically.

Most accessible motor ever built, cylinder head can be removed without disturbing carburettor.

Three speeds - Electric Lighting

Electric Horn - Ammeter.

Fully equipped in every detail and sells under \$500.00



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THE LONGEST MILEAGE TYRE IN THE WORLD.

DUNLOP



CORDS.

Dunlop grows its own raw rubber on its own estates in Malaya; weaves its own cotton fabric in magnificent Mills in Lancashire; and makes its own moulds.

This control of material and quality has a great deal to do with Dunlop supremacy.

Supplied at MANUFACTURERS' prices. **DUNLOP RUBBER Co. (China) LTD.** Phone C. 4554. St. George's Building, Hongkong.

DRIVING METHODS.

HOW THEY MAY BE IMPROVED.

Occasionally a car owner observes something that starts him thinking along new lines and is perhaps encouraged to make a radical change in his method of caring for his car. A lot of presumably good advice is offered the motorist, but now and again he stumbles over the fact that if it were not all subject to revision we would now be somewhere near that promised land where cars will grow on bushes and tyres run on forever.

Motorists get into such a rut of doing things in prescribed order that they are not at all likely to be conscious of any errors in method. A radical idea offered by some motor "crank," therefore, will sometimes serve to give the average motorist a new point of orientation.

For instance, how do you pump up your tyres? Stop at the filling station, unscrew the dust caps and hook the hose to each tyre valve in turn? Test for the desired pressure, screw on the caps and go your way?

STORY ILLUSTRATES POINT. That's the way it's usually done, to be sure. But listen to this true story of how a certain car owner did the job in the presence of the writer.

This fellow did not pump in air until he had first jacked up the wheel holding the respective tyre. It was a very queer process, indeed, and not a few people touched their foreheads in the manner usually reserved for anecdotes regarding Columbus before he satisfied the world that the earth is not flat. The man at the filling station said he was glad he had succeeded in getting the fellow to use one of the less conspicuous pump outlets, as these accessories would have caused congestion. But beyond that a plain case of a motor "crank" publicly demonstrating a particularly foolish brand of nonsense.

What difference does it make whether a tyre is standing on the ground or suspended when the air pressure is read or when new air is being added? Why go to all this trouble? Did the poor fellow really think it was necessary to go through all this rigmarole? Did he not see that he was the only one who ever did such a thing.

THIS METHOD OF REASONING. Few who observed the process could fail to raise these points but if they did no one else took the trouble to hear the answers. I was soon alone with this queer specimen of car owner and accordingly soon acquainted with the facts. He was going to all this trouble as a precaution against leaky valves, and this was his method of reasoning:

If a tyre is normally pressing against the tyre valve with a force of 60 pounds per square inch, it stands to reason that this pressure will be actually greater if space allowed for air is contracted through making that tyre support a fourth of the weight of the car. Thus if you should let air out of a tyre while it is resting on the ground and supporting a fourth of the car the valve will be actuated with a greater force, wearing its frail rubber section unnecessarily, thus encouraging flat tyres through valve leaks. He insisted that there was enough wear on the valve rubber when hooking

on the pump hose, and allowing high pressure air rush in without slamming the valve the other way with excessive internal pressure.

HELD IMMATERIAL MATTER.

Whether he was right or wrong is entirely beside the point, for it was a very small matter he was seeking to correct in any case, and no busy motorist would be justified in taking his time to save valve insides or the trouble he might have through the premature destruction of one. But it showed that he was thinking. Conventional advice on matters of car care was not being accepted by him without proof of their merit. He was out to get ahead in his motoring by experimenting. And, about all, he didn't care what other people thought about it.

Which calls to mind the fact that thousands of car owners are sending their cars to the wash-stand and having them ruined because it is a tradition of car ownership to keep a car in good order by having it washed. No consideration is given of the fact that there are times to wash cars and times to dry clean them. Many a newly painted machine that hasn't got a speck of dirt on it could profit by a cold bath to help set the varnish. Conversely, many a car that has been washed to death by a driving rainstorm would be ten times better off allowed to dry and then treated to a polishing.

A lot of amusement was had by people who imagined themselves to be motor wise when a motorist stopped his car, placed a jack under a front wheel hub, raised the car and commenced unscrewing the rim lugs. "He'll have a fine time removing the rim," they said. "Guess he'll have to ask the mayor to remove the street." So they all stood around to see the fun.

NEW IDEA DEMONSTRATED.

But what they saw was simply another instance of a car owner embarking upon some new opinion of his own. This chap had been annoyed by a rim squeak and he knew that the best way to remedy it would be to unscrew all the lugs and then screw them up again so as to force the rim to the fellow band equally at all points. So he placed the jack in the most convenient position, even though nine drivers out of ten would have struggled to place the jack under axle, assuming that they would have stopped at all.

One can pick up many good ideas by seeing how the other fellow does it, particularly if he does it in some ridiculous way. His way may show how useless the conventional method can be if blindly followed.

The motorist has to be on his guard for undesirable ideas of course. In a certain garage a chauffeur conceived the idea of cleaning the top of the open car with a whisk broom, the idea being that this was the only way to really clean out the many depressions in the leather. Several other people who watched him decided to follow his example, and before the year was out there were many leaky tops.

Some one more observing and sensible would have seen that an accumulation of dirt particles in the pores of the fabric would be an advantage, and would have proceeded to clean the top with a lightly damp rag. But most motorists are content to follow the leader in matters of this sort.

Most motorists are now familiar with the fact that motordom was

all wrong when for years it advised flushing out the crankcase with kerosene, for they are now using fresh oil for the flushing and saving engine trouble. But there are similar revisions needed in all lines of cars, many of which are apparent to the motorist who will ask himself, "Why do I do this?"

ACT TO BE REMEMBERED.

It is well to remember, too, that cars are being improved at a rate that necessitates a constant change and improvement in the methods of caring for them. This is interestingly demonstrated in the case of engine lubrication.

For the past five years car owners have been told to use a lighter grade of oil in colder weather. There were many good reasons for this, but the facts showed that many a owner would have had better luck using the heavier oil he could buy. He was driving with his engine greatly overheated because of having the radiator excessively covered, while excessive choking was sending quantities of raw gas down into the crankcase to thin out the oil that was already thin enough.

But this fact was no sooner discovered by sensible motorists than out came the manufacturers with more perfect fitting pistons, radiators that could be better controlled thermally and devices that were doing away with the evils of choking when starting a cold motor. The old advice about using lighter oil came into vogue again, but this was only because there had been a change in the car itself.

It is quite an interesting problem for the car owner, and it suggests to him that the "crank" who seems to have foolish ideas is well worth watching.

SAFETY FIRST.

Never indulge in any species of "road-hogging"; it is always dangerous.

MICHELIN TYRES

OFFER YOU THE
MAXIMUM

SERVICE

AT THE
MINIMUM

EXPENSE



Full stocks carried by

THE EUROPE-ASIA
TRADING CO.

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Ask To See The Balloon Tyres.

VALVE-IN-HEAD BUICK MOTOR CARS

So safely and satisfactorily have BUICK Four-Wheel-Brakes performed upon thousands of Buick cars that not even so much as a cotter pin was changed in building the 1925 Buick brake equipment.

When better Automobiles are built Buick will build them

For Demonstration.

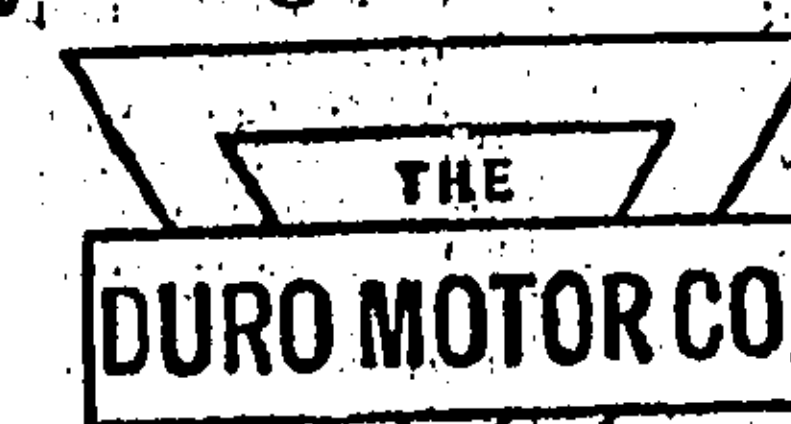
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Our livery cars give satisfaction.



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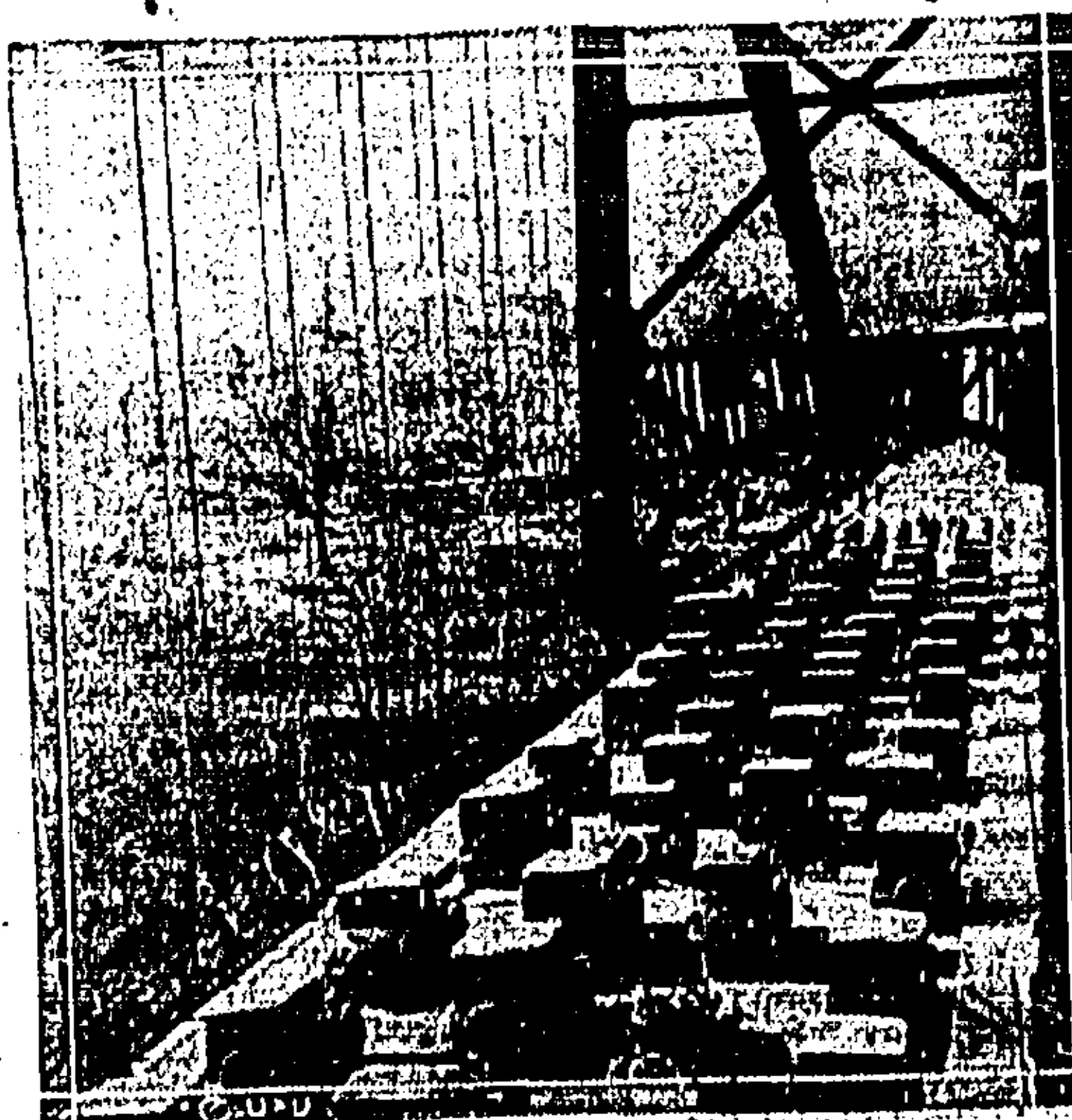
A good car merits a good, clean, roomy garage. Only a limited number of cars can now be accommodated.

CARS
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STORAGE

NEW MOUNTAIN BRIDGE OPENS.



The first motor cars to cross the Bear Mountain Bridge across the Hudson. It is the only vehicular bridge across the Hudson south of Albany, N. Y. Thousands of tourists will be accommodated by it.

Round the Tees in K's

A golfer's shoes are as important as a motor car's tyres. They have to endure the heaviest wear that ever comes the way of shoes. That is why K Shoes are so successful and so popular on every golf course.

K Shoes for golf are stout without being weighty, firm without being harsh, and comfortable without being shapeless.

Get K's next time and walk the links in comfort.

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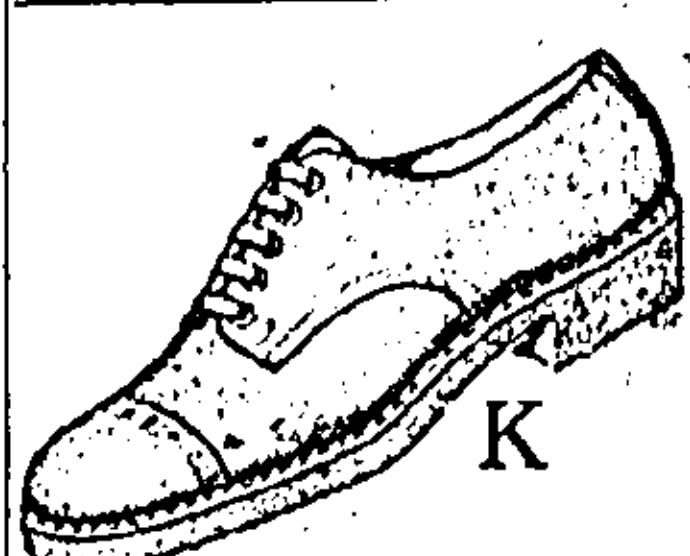
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& CO., LTD.

Men's Wear Specialists

Alexandra Building,

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Stocked with Leather or Crepe Rubber Soles.

G. FALCONER & CO. (HONGKONG) LTD.
UNION BUILDING (OPPOSITE G.P.O.)

**WATCH & CHRONOMETER MAKERS, JEWELLERS
DIAMOND MERCHANTS.**

A fine selection of English Jewellery Sterling Silver
Ware Watches and Clocks always on hand.

Agents for:-

British Admiralty Charts
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Ross London Telescopes & Binoculars

Health Sextants, Night Glasses etc.
Stanley Drawing Instruments
Watts Theodolites, Levels etc.

We invite the Public to call and inspect our
varied stock, and compare prices.

Over half a century's reputation throughout the
East as the House of Quality.

Established - - - - - 1853

NEW ARRIVAL!

A Big Shipment
of

FLANNELETTE

just arrived which we put
up for

Special Sale

45cts. per yard

with nice assorted patterns.

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"TAI LEE CHAN."

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METAL GOODS and HARDWARE.

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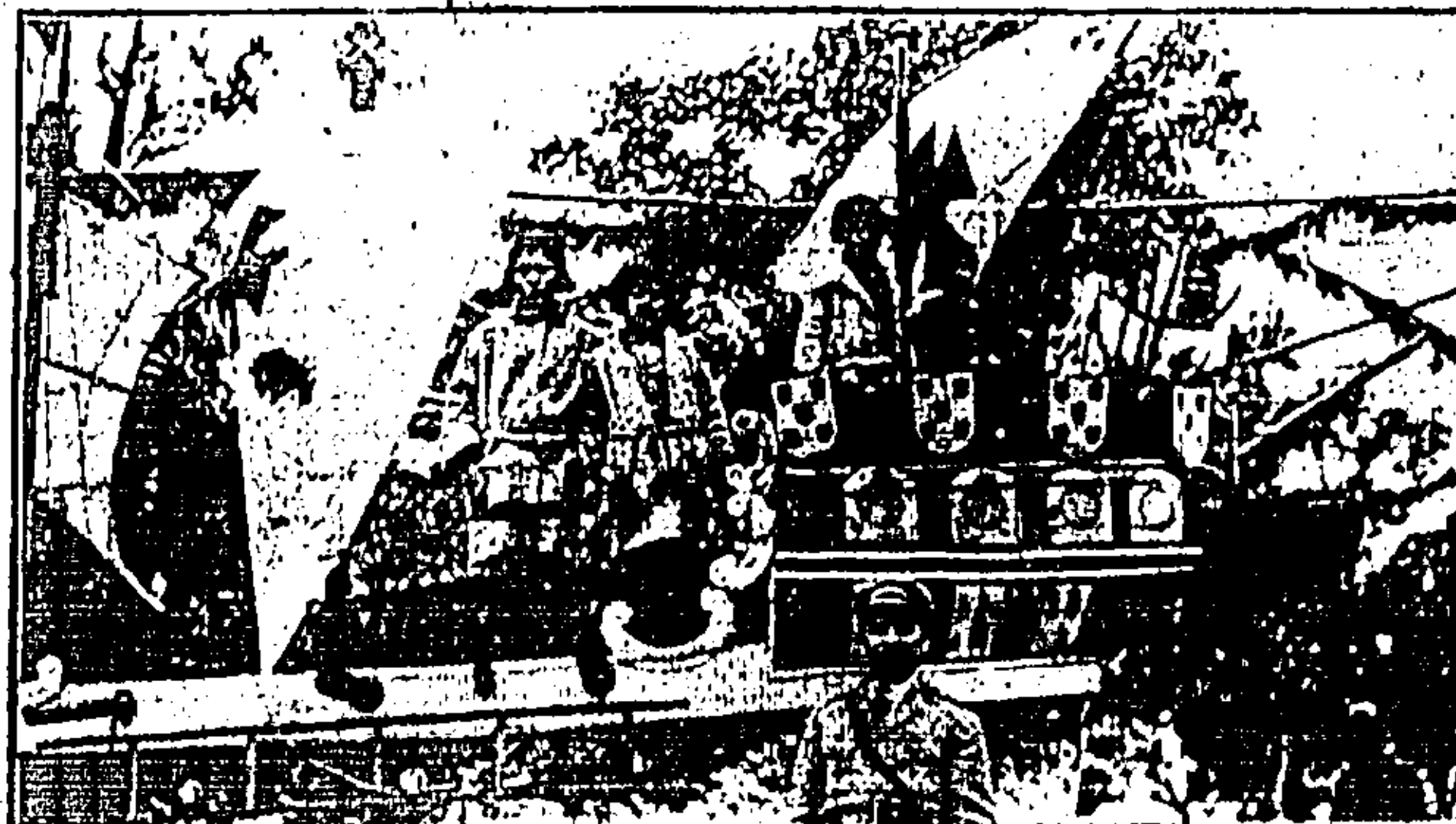
CAMERA NEWS



KOWLOON FOOTBALLERS.—These teams, representative of married and single members of the Kowloon Football Club, met on New Year's Day, the bachelors winning. (Photo: Mee Cheung.)



CARNIVAL FLOAT.—One of the decorated floats which took part in the Vasco da Gama centenary celebrations in Macao.



MACAO CARNIVAL.—Another of the floats which took part in the Macao carnival.



HONG CRICKET.—Above are seen the players representing "Ewo" and "Wayfoong" in their recent cricket match. (Photo: Ming Yuen.)



WEDDING GROUP.—This photograph was taken at the wedding of Mr. F. P. Franklin and Miss Gladys Murdoch at the Peak Church on Monday. (Photo: Ming Yuen.)



RECENT WEDDING.—Bridal group taken at the wedding of Mr. F. P. Franklin and Miss Gladys Murdoch. (Photo: Ming Yuen.)



QUADRUPLE WEDDING.—Here are the four brides and bridegrooms in the recent quadruple wedding at St. John's Cathedral. Left to right the couples are:—Mr. Ma Man-fai and Miss Kwok Lai-lin; Mr. Ma Man-kaap and Miss Cheuk Sit Yuen; Mr. Ma Man-chung and Miss Wong Oi-ohai; Mr. Ma Man-hing and Miss Young Mui-yung. (Photo: Mee Cheung.)

NOTICE.

THE STAR FERRY COMPANY LIMITED.

NOTICE IS HEREBY GIVEN that an Extraordinary General Meeting of The Star Ferry Company, Limited, will be held at the Office of Messrs. Jardine Matheson & Co., Limited, Pedder Street, Hongkong, on WEDNESDAY, the 14th day of January, 1925, at NOON when the subjoined Resolution will be proposed as an Extraordinary Resolution:

(a) That the following Articles shall be inserted after Article 110 of the Articles of Association:

Capital 110A. (a) The Company in General Meeting may at any time pass a Resolution to the effect that it is desirable to capitalise any sum or sums of money being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund, and accordingly as a bonus among the members in proportion to the shares held by them respectively, and that the Directors be authorized to distribute among the members any unissued shares or new shares in like proportions.

(b) When any such Resolution as that referred to in the preceding paragraph shall have been passed, the Directors may allot and issue to the members as nearly as may be in proportion to the shares held by them respectively and in satisfaction of the said bonus, the unissued shares or new shares (credited as fully paid up shares) to the extent of the proportionate amount payable to such members in respect of the Reserve Fund, with full power to make such provisions by the issue of fractional certificates or otherwise as they may think expedient for the case of fractions, and prior to such allotment the Directors may authorise any person on behalf of the members to enter into any Agreement with the Company providing for the allotment through them of such shares credited as paid up shares as aforesaid, and in satisfaction as aforesaid, and any Agreement made under such authority shall be effective.

(c) It shall be no objection to Resolutions passed under paragraph (a) of this Article that they are passed at the meeting at which the Resolution introducing this Article is confirmed as a Special Resolution, provided that due notice of the intention to propose such Resolution shall have been given prior to the confirmatory meeting aforesaid.

2. AND NOTICE IS HEREBY FURTHER GIVEN that the TWENTY-SEVENTH ORDINARY ANNUAL MEETING of The Star Ferry Company Limited will be held at the said office of Messrs. Jardine Matheson & Co., Limited, on Monday the 2nd day of February 1925 at noon for the purpose of receiving the Report of the Directors together with a Statement of Accounts for the Eight months ended on the 31st day of December 1924.

3. AND NOTICE IS HEREBY ALSO GIVEN that a further Extraordinary General Meeting of the above Company will be held at the said office of Messrs. Jardine Matheson & Co., Ltd. on Monday the 2nd day of February 1925 immediately after the conclusion of the Annual Meeting for the purpose of receiving a Report of the proceedings at the above mentioned Meeting to be held on the 14th day of January 1925 and of confirming, if thought fit, as a Special Resolution the above mentioned Resolution.

4. AND NOTICE IS HEREBY ALSO GIVEN that an Ordinary General Meeting of the above Company will be held at the said office of Messrs. Jardine Matheson & Co., Ltd. immediately after the conclusion of the last mentioned Meeting for the purpose of considering and, if thought fit, passing the following further Resolutions:

PUBLIC AUCTION

By Order of the Mortgagees PARTICULARS OF SALE of

Valuable Leasehold Properties

situate at Kowloon and known as The Remaining Portion of Kowloon Inland Lot No. 629 to be sold by

PUBLIC AUCTION

on FRIDAY, the 6th day of February 1925, at 3 o'clock p.m.

by Messrs. LAMBERT BROS., Auctioneers, at their Sales Rooms, Duddell Street.

PARTICULARS:

The Lot is the Remaining Portion of Kowloon Inland Lot No. 629 and covers an area of 7 1/2 sq. ft. or thereabouts and is held for the term of 75 years from the 25th day of December 1894. The Crown rent is \$34.25 per annum.

For further particulars and conditions of sale apply to:

Messrs. JOHNSON STOKES & MASTER, Solicitors, Prince's Building, 1 a House Street or to Messrs. LAMBERT BROS., Auctioneers, Duddell Street, Hongkong, 9th January, 1925.

LOWE, BINGHAM & MATTHEWS, Chartered Accountants.

NOTICE is hereby given that Mr. Ernest Frost Hardman, Chartered Accountant, has been admitted a partner in our firm as from 1st January, 1925.

LOWE, BINGHAM & MATTHEWS, Hongkong, 6th January, 1925.

(b) That the authorised Capital of the Company (which is now \$400,000 consisting of 40,000 shares of the nominal value of \$10 each, all of which have been issued) be increased to \$500,000 by the creation of 10,000 additional shares of the nominal value of \$10 each.

(c) That it is desirable to capitalise the sum of \$400,000 being part of the undivided profits of the Company standing to the credit of the Company's Reserve Fund and accordingly for the purpose of effecting such capitalisation in pursuance of Article 110A of the Company's Articles of Association a bonus of \$10 per share on the issued shares of the Company be and the same is hereby declared and that the Directors be and they are hereby authorised to satisfy such bonus by the distribution amongst the persons who are registered as holders of the present issue of shares of the Company on the 2nd day of February 1925 of one of the newly issued shares of the Company credited as fully paid up in respect of every one existing share of the Company held by such person as aforesaid and that such new ordinary shares rank for dividend and in every other respect pari passu with the shares already issued.

(d) That the whole or any part of the remainder of the unissued shares of the Company be disposed of in such manner at such time or time and upon such terms as the Company's Directors shall in their absolute discretion think fit.

The REGISTER OF SHARES of the Company will be CLOSED from Monday the 26th day of January 1925 to Monday the 2nd day of February 1925, both days inclusive.

Dated this 30th day of December, 1924.

By Order of the Board of Directors, W. B. BROWN.

BANKS.

HONGKONG AND SHANGHAI BANKING CORPORATION.

HEAD OFFICE HONGKONG.

Authorized Capital \$50,000,000 Issued & fully paid up \$20,000,000

Reserve Funds:

Sterling \$4,500,000

Silver \$25,500,000

Reserve Liability of

Proprietors \$20,000,000

of the

W. L. Williams, Esq., Chairman

H. J. White, Esq., Deputy Chairman

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BANKS.

NEDERLANDSCH INDISCHE HANDELSBANK

(Netherlands India Commercial Bank)

Established 1863

Paid-up Capital and Reserve Fund \$25,000,000—\$25,000,000

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EASTERN HEAD OFFICE: BATAVIA.

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Pekalongan, Probolinggo, Semarang, Shanghai, Singapore,

Soerabaya, Swatow, Tegal, The Hague, Tjilatjap, Weltevreden.

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Co., Irving Bank—Columbia Trust Co., Goldman, Sachs & Co.,

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And in all the principal towns of the world.

EVERY DESCRIPTION OF BANKING AND EXCHANGE BUSINESS

TRANSACTED, CURRENT ACCOUNTS, DEPOSITS, etc.

J. M. K. NIEKEL, Manager.

THE BANK OF EAST ASIA LIMITED.

HEAD OFFICE: HONGKONG

ESTABLISHED 1919

Authorized Capital \$10,000,000

Paid-up Capital \$10,000,000

Reserve Fund \$10,000,000

London Branch—The Midland Bank, Ltd.

Heavy description of Banking and Exchange

business transacted. Loans granted on

approved securities. Interest allowed on

current accounts at the rate of 2 1/2 per cent.

per annum, on fixed deposits at the rate of 3 1/2 per cent.

per annum, on fixed deposits at the rate of 4 1/2 per cent.

per annum, on fixed deposits at the rate of 5 1/2 per cent.

per annum, on fixed deposits at the rate of 6 1/2 per cent.

per annum, on fixed deposits at the rate of 7 1/2 per cent.

per annum, on fixed deposits at the rate of 8 1/2 per cent.

per annum, on fixed deposits at the rate of 9 1/2 per cent.

per annum, on fixed deposits at the rate of 10 1/2 per cent.

per annum, on fixed deposits at the rate of 11 1/2 per cent.

per annum, on fixed deposits at the rate of 12 1/2 per cent.

per annum, on fixed deposits at the rate of 13 1/2 per cent.

per annum, on fixed deposits at the rate of 14 1/2 per cent.

per annum, on fixed deposits at the rate of 15 1/2 per cent.

per annum, on fixed deposits at the rate of 16 1/2 per cent.

per annum, on fixed deposits at the rate of 17 1/2 per cent.

per annum, on fixed deposits at the rate of 18 1/2 per cent.

per annum, on fixed deposits at the rate of 19 1/2 per cent.

per annum, on fixed deposits at the rate of 20 1/2 per cent.

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per annum, on fixed deposits at the rate of 22 1/2 per cent.

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per annum, on fixed deposits at the rate of 24 1/2 per cent.

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per annum, on fixed deposits at the rate of 58 1/2 per cent.

per annum, on fixed deposits at the rate of 59 1/2 per cent.

per annum, on fixed deposits at the rate of 60 1/2 per cent.

per annum, on fixed deposits at the rate of 61 1/2 per cent.

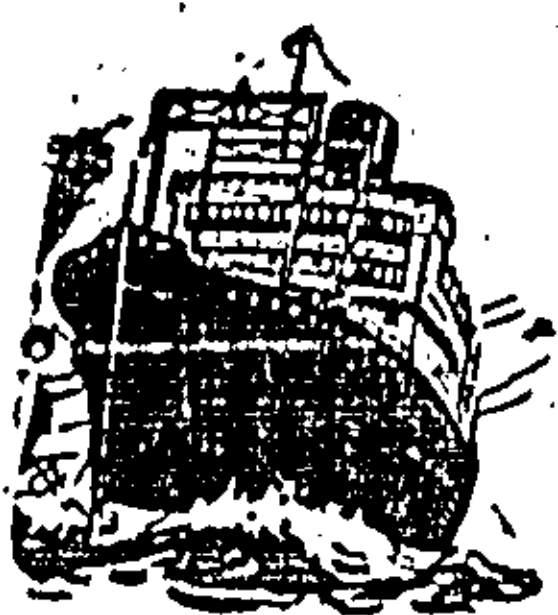
per annum, on fixed deposits at the rate of 62 1/2 per cent.

per annum, on fixed deposits at the rate of 63 1/2 per cent.

per annum, on fixed deposits at the rate of 64 1/2 per cent.

per annum, on fixed deposits at the rate of 65 1/2 per cent.

ROUND THE WORLD



President Van Buren
Sails January 20th

PORTS OF CALL

Manila, Singapore, Penang, Colombo, Suez,
Port Said, Alexandria, Naples,
Genoa, Marseilles.

BOSTON—NEW YORK

Returning via Cuba, Panama Canal, Los
Angeles, San Francisco, Honolulu, Japan
and Shanghai.

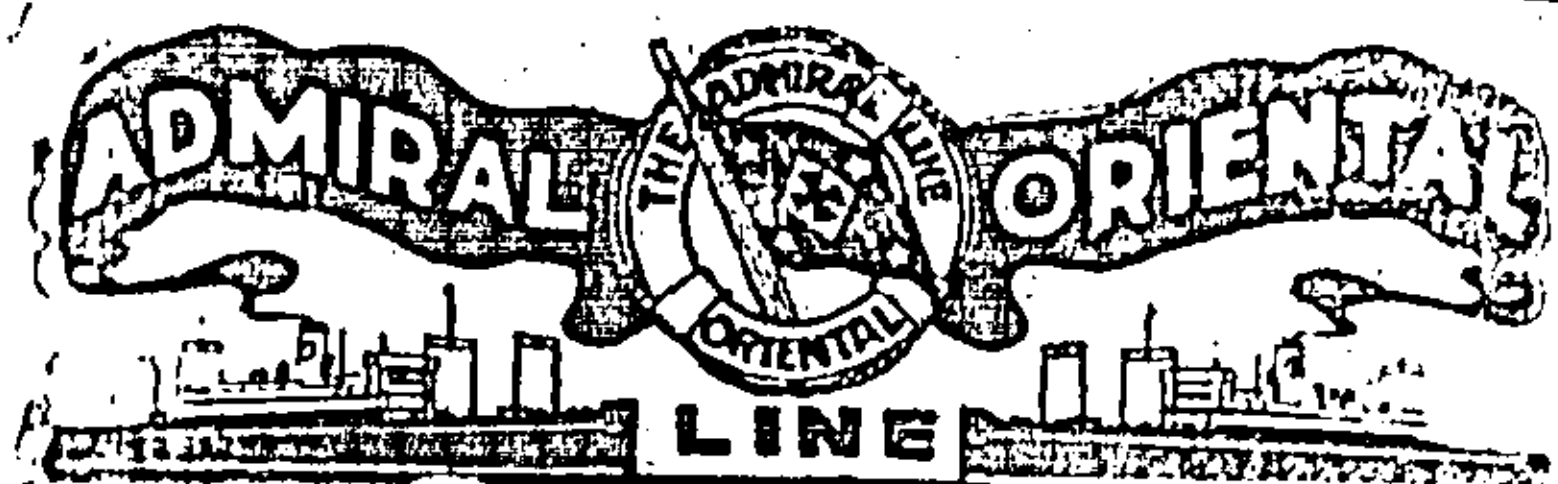
Sailings from Hongkong

President Hayes	Feb. 3
President Adams	Mar. 3
President Garfield	Mar. 17
President Polk	Apr. 17

Superb cuisine—Fresh fruits
and vegetables—Service by
Chinese stewards—American
Jazz orchestra—Commodious
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"PRESIDENT MADISON" TO-DAY.
"PRESIDENT JACKSON" Feb. 2nd.
"PRESIDENT McKINLEY" Feb. 26th.
"PRESIDENT JEFFERSON" March 10th.
"PRESIDENT GRANT" March 22nd.

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£120—£112—£110

First Class on the Pacific. First Class on American or Canadian Railway. First Class and Monoclass on the Atlantic. Choice of Trans-Continental Railways. Any Line on the Atlantic. Through Accommodation and Booking Arranged.

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"PRESIDENT McKINLEY" Feb. 18th.
"PRESIDENT JEFFERSON" Mar. 2nd.

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United States Shipping Board

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Telephone Central 2477, 2478 and 795. No. 4, Des Voeux Road.

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(Spanish Royal Mail Line)
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BARCELONA & OTHER SPANISH PORTS.

LEGAZIPI ... 3rd Feb.
SHANGHAI, NAGASAKI KOBE & YOKOHAMA.
LEGAZIPI ... 15th Jan.

The steamers of this Company are all classed 100 A1 at Lloyd's and are fitted with every modern convenience for comfort and safety of passengers. Stewards and Doctor carried.

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CANADIAN PACIFIC

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HONGKONG TO ENGLAND
via Shanghai, Kobe, Yokohama, Vancouver, Montreal & Quebec.
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EMPEROR ASIA Jan 8 Jan 26 MONTAUBIER Feb 6 Feb 13
EMPEROR CANADA Jan 23 Feb 9 HELIX Feb 10 Feb 16
EMPEROR RUSSIA Feb Feb 23 MONTAUBIER Mar 6 Mar

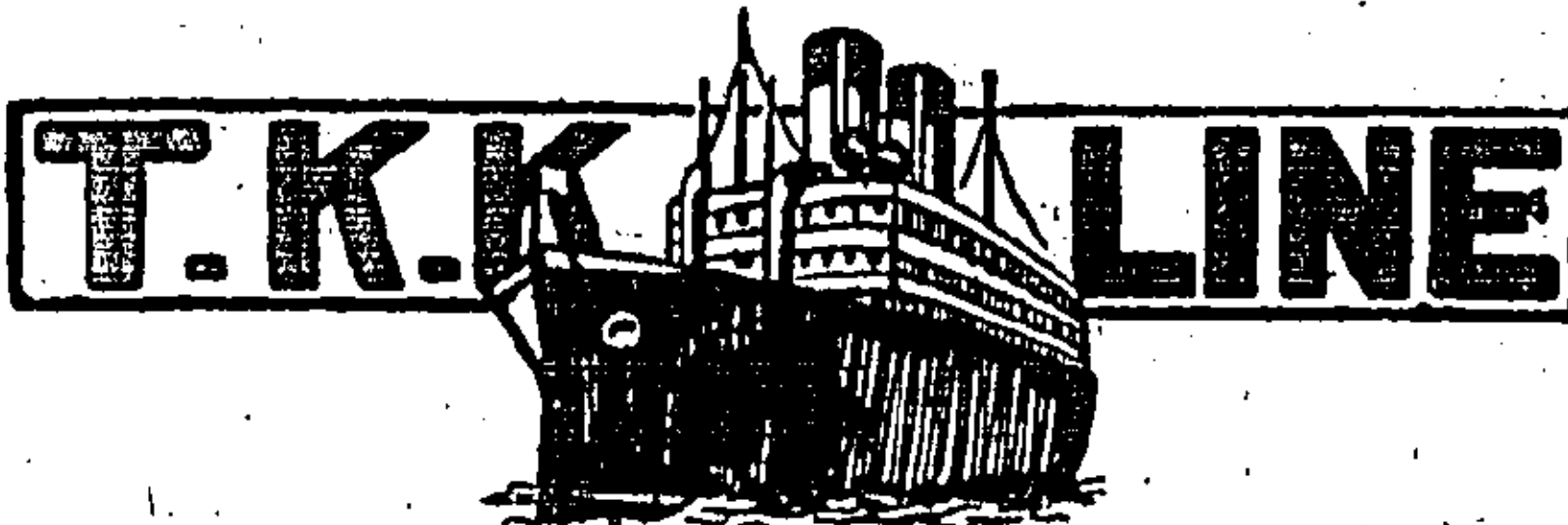
Other Atlantic Sailings every few days to Liverpool
Southampton, Belfast, Antwerp, Oshering and Hamburg
Alliances of Oshering and Atlantic steamers held here and through tickets sold
Early reservation necessary.
Two Trans-continental Trains Daily.
Standard Sleeping Cars, Compartments and Drawing Rooms.
Canadian Pacific Hotels at Victoria, Vancouver, in the Rockies, Calgary, Winnipeg, Montreal and Quebec.

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HONGKONG—MANILA SERVICE.

From	Due	From	Due
Hongkong	Jan 11	Manila	Jan 14
Jan 6	Jan 11	Manila	Jan 14
Feb 27	Mar 1	Manila	Mar 3

Passenger Department:
Freight and Express:

Tel. C. 753 Cables: OACANPAQ.
Tel. C. 41 Cables: NAUTILUS



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Via SHANGHAI, NAGASAKI, KOBE, YOKOHAMA & HONOLULU
Connecting at San Francisco with Southern Pacific,
Santa Fe & Western Pacific Railroads.

Sailings from Hongkong

*KOREA MARU (Calling at Manila) Jan. 28rd.
SHINYO MARU 22,000 Feb. 7th.
*SIBERIA MARU 20,000 Feb. 21st.
*TAIYO MARU 22,000 Mar. 8th.
TENYO MARU 22,000 Mar. 23rd

Proceed up River and berth alongside Muntex wharf at Shanghai.
*Omit Nagasaki

KOREA MARU and SIBERIA MARU proceed to Los Angeles
from San Francisco with cargo only.

REDUCED FARE TO EUROPE

First Class £120 Cabin Class on Atlantic £112 Second Class £90

SOUTH AMERICAN LINE

The only direct service between Orient and South
America via Japan, Hawaii, San Francisco,
Los Angeles, Mexico, Panama, Peru & Chili.

Sailings from Hongkong

RAKUYO MARU January 23rd, 1926.
GINYO MARU March 4th, 1926.

Y. TSUTSUMI, Manager.

Agents at Canton: Kings Building.

Messrs T. E. GRIFFITH, Ltd. Tel. Nos. C.2974 & 2975.

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Joint Service of the

"BLUE FUNNEL LINE"

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AND

AMERICAN & MANCHURIAN LINE

(Ellerman & Bucknall S.S. Co., Ltd.)

Sailings from Hongkong.

S.S. IXION ... via Suez Canal ... 8th Jan.
S.S. COLORADO ... via Suez Canal ... 19th Jan.
S.S. ATRBUS ... via Suez Canal ... 28th Jan.
S.S. CITY OF BEDFORD ... via Suez Canal ... 7th Feb.
Boston & New York only.

Steamers proceed via Suez Canal or Panama Canal at
Owners option Subject to change without notice.

For Freight and particulars apply to—

BUTTERFIELD & SWIRE or THE BANK LINE, LD. HONGKONG.
HONGKONG & CANTON: HOLYOAK, MASSEY & Co., Ltd. CANTON

BOSTON & NEW YORK-DIRECT.

AMERICAN & ORIENTAL LINE.

S.S. Mineric. via Suez Canal 11th January.
M.S. Cedarbank. do 18th February.

For freight and further particulars apply to,

THE BANK LINE LTD.,

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How often have you worried when Christmas draws
near, trying to decide what you will give your friends?
One of the most welcome gifts is an artistically finish-
photograph of yourself. Why not pay us a call and
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REGULAR AND FAST FREIGHT AND
PASSENGER SERVICES.

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(Direct.)

*ELPENOR 12th Jan. London, Rotterdam & Hamburg
SARPEDON 27th Jan. Marseilles, London, Rotterdam & Glasgow
ADRASTUS 2nd Feb. Amsterdam, London & Hamburg
TROILUS 9th Feb. Marseilles, London, Rotterdam & Hamburg
*Via Oran

LIVERPOOL SERVICE

(Direct or via Continental Ports)

TITAN 20th Jan. Genoa, Mars., Liverpool & Glasgow
*BELLEROPHON 1st Feb. Mars., Havre, Liverpool & Glasgow
PROTESILAUS 19th Feb. Genoa, Mars., Liverpool & Glasgow
*ANTILUCHUS 1st Mar. Mars., Havre, Liverpool & Glasgow
*Via Port Sudan

PACIFIC SERVICE

(via Kobe and Yokohama)

PHILOCTETES 16th Jan. Victoria, Seattle & Vancouver
TALHYBIUS 10th Feb. Victoria, Seattle & Vancouver

NEW YORK SERVICE

(via Suez or Panama)

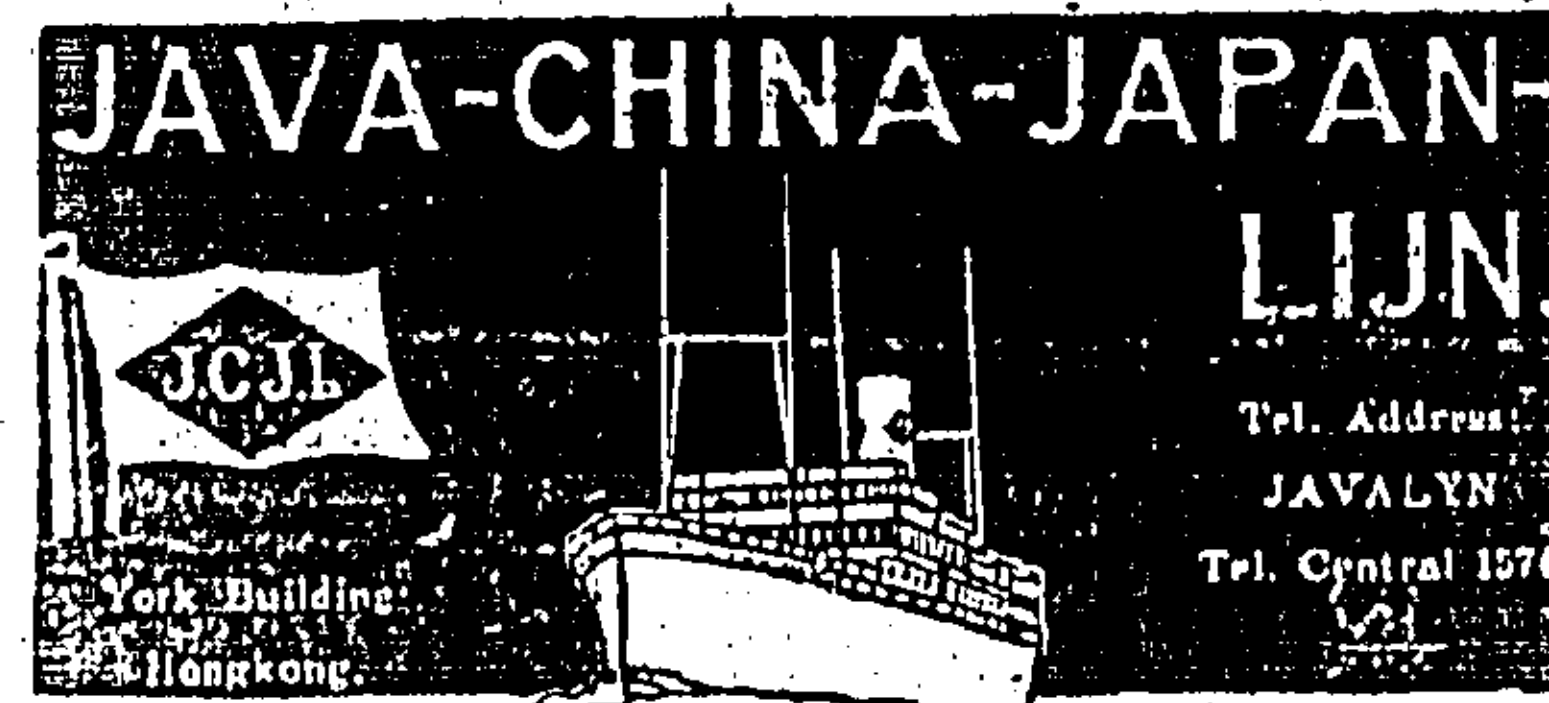
IXION 8th Jan. Boston, New York, Baltimore via Suez
ATREUS 28th Jan. Boston, New York, Baltimore via Suez
Kt. COMPANION 19th Feb. Boston, New York, Baltimore via Suez

PASSENGER SERVICE

PATROCLUS 5th Feb. for Shanghai
SARPEDON 27th Jan. for Singapore, Marseilles & London
PATROCLUS 10th Mar. for Singapore, Marseilles & London
ANTENOR 7th Apr. for Singapore, Marseilles & London
HECTOR 5th May, for Singapore, Marseilles & London
Also cargo steamers with limited passenger accom-
modation at specially reduced fares.

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REGULAR FORTNIGHTLY SERVICE BETWEEN
JAVA, CHINA AND JAPAN.

Steamers	From	Expected on or about	Will leave on or about	For
Tjikini	Shanghai	10th Jan.	13th Jan.	Batavia
Tjikmanoe	Dalny	14th Jan.	16th Jan.	Mak. & S'baia
Tjikboet	Java	15th Jan.	17th Jan.	Yokohama
Tjikbodas	Java	17th Jan.	20th Jan.	S'hai & Amoy
Tjikembang	Java	22nd Jan.	26th Jan.	S'hai & Dalny
Tjikalak	Japan	24th Jan.	28th Jan.	Batavia
Tjikarang	Shanghai	25th Jan.	31st Jan.	Batavia

*Via Makassar
*Via Batavia

The steamers are all fitted throughout with electric light and
have accommodation for a limited number of saloon-passengers.
All steamers carry a duly qualified surgeon. Cargo taken at
through rates to all ports in Netherlands-India and Australia.

For Freight and Passage apply to the

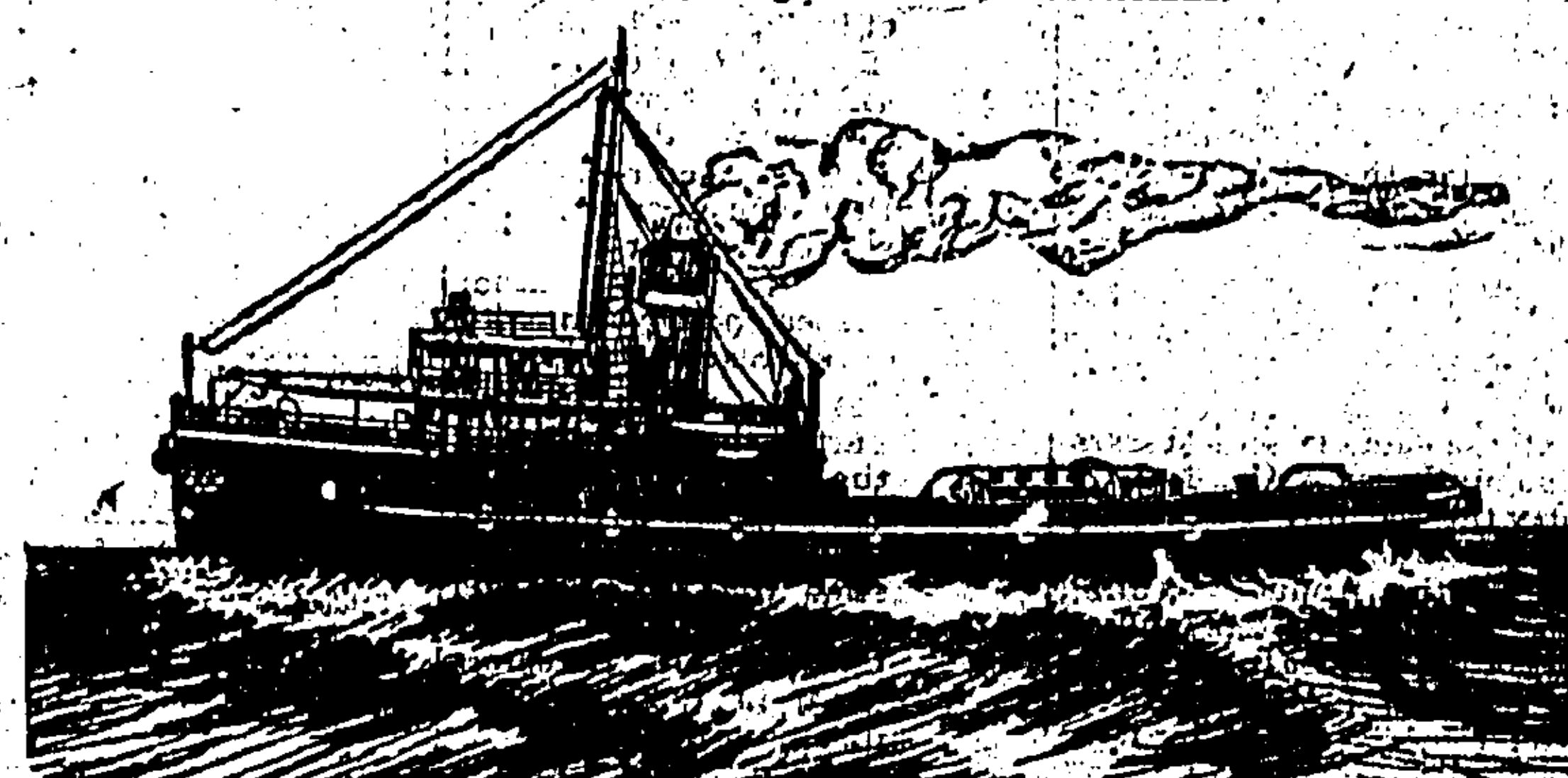
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Twin-Screw Ocean-going Tug and Salvage Steamer

"Henry Keswick"

Built, engine and equipped complete by The Hongkong & Whampoa Dock Co., Ltd., Hongkong
for their own service, 1921. Length 165' R.P., Breadth 34' (m), Depth 17' (m) T.M. 2 (m).
Fitted with electrically driven submersible and centrifugal pumps, air-compressor, etc.
searchlight and all modern appliances for Salvage Work.
Please address enquiries to the Chief Manager.

E. M. DYER, R.Sc., M.E.A., Kowloon Dock, Hongkong

TRUE TONE

is not only pleasant
to hear but is import-
ant to beginners, who
will learn more rapid-
ly by practising on a
piano which is well
made true, in tone and
responsive of touch
such as

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Shipping Europe, Australian, and other Ports.

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Straits, Java and Burma, Ceylon, India, Persian Gulf, West Indies,
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Zealand & Queensland Ports, Red Sea, Egypt, Europe, etc.
PENINSULAR & ORIENTAL FORTNIGHTLY DIRECT ROYAL MAIL STEAMERS
(UNDER CONTRACT WITH H. M. GOVERNMENT.)

S.S.	Tons	From Hong-kong (about)	Destination
SICILIA	6,813	22nd Jan.	S'pore, P'ang, O'bo & B'bay
ITALYAN	9,118	24th Jan.	M'les, L'don, R'dam, Hull & Antwerp
DOUGLA	8,083	4th Feb.	S'pore, P'ang, O'bo & B'bay
ADRIA	10,911	7th Feb.	Marseilles & London
SARDINIA	6,684	18th Feb.	S'pore, P'ang, O'bo & B'bay
CASHMIR	8,963	21st Feb.	M'les, London & Antwerp
HALWA	10,941	7th Mar.	Marseilles & London
SOUDAN	6,696	18th Mar.	S'pore, P'ang, O'bo & B'bay
CASHGAR	9,005	21st Mar.	M'les, London & Antwerp
SICILIA	6,813	31st Mar.	S'pore, P'ang, O'bo & B'bay
WANTUA	10,902	4th Apr.	Marseilles & London
KARMAIA	9,098	18th Apr.	M'les, London & Antwerp
MACEDONIA	11,089	2nd May	Marseilles & London
YARDINIA	6,684	16th May	S'pore, P'ang, O'bo & B'bay
NAGOGA	6,854	16th May	Marseilles & London

BRITISH INDIA-APCAR SAILINGS (South)

KAKADA	6,949	20th Jan.	S'pore, Penang & Calcutta
ALMA	10,000	2nd Feb.	S'pore, Penang & Calcutta
ALWA	8,500	15th Feb.	S'pore, Penang & Calcutta

EASTERN & AUSTRALIAN SAILINGS (South)

A. ALBANS	4,500	4th Feb.	Manila, S'kan, Thursday Is., Townsville, B'hano, S'ney and Melbourne.
WANDA	6,956	28th Feb.	
ARAFURA	6,000	1st Apr.	

Omote Sandakan.

Regular connection from Australia with the following:-
The Union S.S. Company's steamers to the United Kingdom via New Zealand, Vancouver and Seattle.
The P. & O. Royal Mail steamers to London via Cape Canal.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.
The P. & O. Royal Mail steamers to London via the Cape.

SAILINGS TO SHANGHAI & JAPAN.

ALMA	10,000	11th Jan.	Amoy, S'hai, Kobe & Moji
CASHMIR	8,963	24th Jan.	Shanghai, Moji & Kobe
SARDINIA	6,684	24th Jan.	Shanghai, Moji & Kobe
HALWA	8,500	24th Jan.	Moji & Kobe
ALWA	8,500	3rd Feb.	Kobe
WANDA	6,956	7th Feb.	Moji & Kobe
ALMA	10,941	7th Feb.	Shanghai, Moji & Kobe
CASHGAR	9,005	21st Feb.	Shanghai, Moji & Kobe
SOUDAN	6,696	21st Feb.	Shanghai, Moji & Kobe
WANTUA	10,902	7th Mar.	Shanghai & Kobe

All dates are approximate and subject to alteration without notice.

WIRELESS ON ALL STEAMERS.

Parcels measuring not more than 2 1/2 ft. x 2 ft. x 1 ft. will be received at the Co.'s Office up to noon on the day previous to sailing.

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JOINT SERVICE OF STEAMERS.

U. K., STRAITS, CHINA & JAPAN Service.

OUTWARDS. HOMEWARDS.

Vessel.	Due Hongkong.	Vessel.	Leaves Hongkong.
PENBROKESHIRE	28th Jan.	GLENLAMA	19th Jan.
GLENIFFER	9th Feb.	GLENBEG	27th Jan.
GLENROGLE	19th Feb.	GLENHILL	15th Feb.
GLENSHANE	10th March.		

Movements are subject to change without notice.

For freight or further particulars please apply to:-

JARDINE MATHESON & CO., LTD.

THE GLEN LINE, LTD.

AGENTS Telephone Central No. 215, sub-ex. 23 and 3696.

AUSTRALIAN ORIENTAL LINE.

HONGKONG TO PHILIPPINES & AUSTRALIAN PORTS.
SAILING (SUBJECT TO ALTERATION).

Steamer.	Arrives Hongkong from Australia.	Leave Hk. for M'la, Port Banga, Thurs. Is. & Allan Ports.
CHANGSHA	10th Jan.	17th Jan.
TAIWAN	23rd Feb.	28th Feb.

This steamer is fitted with Refrigerating machinery, ensuring plentiful supply of ice, fresh provisions etc. and has superior accommodation with Electric Light throughout and Electric Fans in the State-rooms. A duly qualified Doctor is carried. Reduced Fares. Cargo booked through to all Australian, New Zealand and Tasmanian ports.

For Freight and Passage apply to Butterfield & Swire.

Telephone Central No. 36. Agents.

M MESSAGERIES MARITIMES M

SERVICES CONTRACTUALS

Mail Steamers	Next Sailing from Marseilles	Pro. arr. at Hkg and Sailing for S'hai & Japan	Pro. Sailing for M'les
ANDRE LEBON			18th Jan. 1925.
AMBOISE			1st Feb. "
CHANTILLY	18th Dec.	19th Jan.	15th Feb. "
PORTHOS	1st Jan.	2nd Feb.	1st Mar. "
ANGKOR	15th Jan.	16th Feb.	15th Mar. "
FONTAINEBLEAU	29th Jan.	2nd Mar.	29th Mar. "

RATES OF PASSAGE MONEY TO MARSEILLES.

(Including Table Wine and free Doctor's attendance)
A Class } 1st Class £95.00 B. Class } 1st Class £83.00
Steamers } 2nd Class £68.00 Steamers } 2nd Class £60.00

Through Tickets to London and Landing Towns of Europe.

Accommodation reserved in the trains at Marseilles.

LIGNE COMMERCIALES (CARGO-BOATS)

S.S. "MIN" from Dunkirk, London, Havre is due to arrive about 3rd week of January.

For full particulars apply to:

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Shipping to Europe, Australia, and other Ports.



SAILINGS SUBJECT TO ALTERATION.

Through Bills of Lading issued to all Overland Common Points in U.S.A. and Canada.

VICTORIA, SEATTLE & VANCOUVER via Shanghai & Japan ports.

Through passage rates to Europe via America G. 3405, G. 3420, G. 3440

SHIDEZUKA MARU ... Wednesday, 4th Feb. at 11 a.m.

YOKOHAMA MARU ... Tuesday, 27th Feb. at 11 a.m.

MARSEILLES, LONDON & ANTWERP via Singapore & Ports.

HAKUBAN MARU (Call R'dam) Wed. 14th Jan. at 11 a.m.

KITANO MARU ... Wednesday, 28th Jan. at 11 a.m.

HAMBURG via LONDON & ROTTERDAM & Ports.

LIVERPOOL via ADEN & MARSEILLES.

SYDNEY & MELBOURNE via Manila & Ports.

AKI MARU ... Tuesday, 20th Jan. at 11 a.m.

MISHIMA MARU ... Wednesday, 18th Feb.

NEW YORK and/or BOSTON via PANAMA.

TATSUNO MARU ... Saturday, 10th Jan.

BUENOS AIRES via Singapore, Durban & Cape Town.

BOMBAY via Singapore & Colombo.

TAMBA MARU ... Sunday, 11th Jan.

PENANG MARU ... Wednesday, 21st Jan.

CALCUTTA via Singapore, Penang & Rangoon.

OSAKA MARU ... Sunday, 18th Jan.

NAGASAKI, KOBE & YOKOHAMA.

MISHIMA MARU ... Wednesday, 14th Jan.

SHANGHAI, KOBE & YOKOHAMA.

TOTTORI MARU ... Sunday, 11th Jan.

KAMO MARU ... Tuesday, 18th Jan.

ASUKA MARU ... Thursday, 15th Jan.

KATORI MARU ... Tuesday, 27th Jan.

For further information apply to:- NIPPON YUSEN KAISHA.

Tel. Central Nos. 292, 293 & 2422. Y. YAMAMOTO, Manager.

DODWELL & CO., LTD.

NEW YORK BERTH.

FOR NEW YORK & BOSTON via SUEZ.

S.S. "KENDAL CASTLE" ... Sails about 2nd Feb.

S.S. "WRAY CASTLE" ... Sails about 2nd Mar.

LLOYD TRIESTINO.

REGULAR MONTHLY PASSENGER AND FREIGHT SERVICE FOR BRINDISI, VENICE AND TRIESTE (FIUME).

TAKING, CARGO ON THROUGH BILL OF LADING TO GENOA, ALL ITALIAN, LEVANT, BLACK SEA AND DANUBE PORTS.

REDUCED PASSAGE RATES TO BRINDISI, VENICE OR TRIESTE.

£66.

NEXT SAILINGS.

OUTWARD FOR SHANGHAI, YOKOHAMA, KOBE AND MOJI.

S.S. "VENEZIA" ... Sails about 10th Jan.

S.S. "NUMIDIA" ... Sails about 14th Jan.

S.S. "LACONIA" ... Sails about 22nd Jan.

S.S. "FIUME-L" ... Sails about 1st Feb.

HOMEWARD FOR BRINDISI, VENICE AND TRIESTE.

S.S. "ROSANDRA" ... Sails about 8th Jan.

S.S. "NUMIDIA" ... Sails about 2nd Feb.

S.S. "VENEZIA" ... Sails about 7th Feb.

S.S. "LACONIA" ... Sails about 26th Feb.

S.S. "FIUME-L" ... Sails about 7th Mar.

NATAL LINE OF STEAMERS.

FROM CALCUTTA, COLOMBO TO SOUTH AFRICAN PORTS.

S.S. "UMZUMBI" ... Sails about 16th Mar.

S.S. "UMONA" ... Sails about 16th Apr.

Regular Passenger and Cargo Service to South African Ports.

Through Bills of Lading issued from Hongkong.

For Freight or Passage on any of the above Lines apply to:-

DODWELL & CO., LTD.

Telephone Central 1030. Agents.

BUCKNALL & COMPANY, LTD.

Projected Sailing from Hongkong

Subject to alteration:

PASSENGER SERVICE.

City of Tokio 13th Jan. M'les, L'don, R'dam, H'burg & Antwerp

City of Baroda 22nd Dec. Shanghai & Japan

City of Karachi 29th Jan. Marseilles, London, etc.

City of Baroda 4th Mar. Marseilles, London, etc.

Trafalgar Hall 11th Apr. Marseilles, London, etc.

City of Baroda 11th Apr. Marseilles, London, etc.

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City of Baroda 11th Apr. Marseilles, London, etc.

COAST SHIPPING.

DOUGLAS STEAMSHIP CO., LTD.

HONGKONG & SOUTH CHINA COAST PORTS SERVICE

Regular Service of Fast, High Class Coast Steamers having

good accommodation for First Class Passengers. Electric Light and

Fans in state-rooms and Saloon and Excellent Cuisine.

For Swatow, Amoy and Foochow and Returns,

(Occupying 9 to 10 days.)

Steamships Captain. Leaving.

Haiyang ... J. S. Thomson ... FRI. 9th Jan. at 1 p.m.

Haiyang ... A. H. Stewart ... TUES. 13th Jan. at 1 p.m.

Haiyang ... W. C. Passmore ... FRI. 16th Jan. at 4 p.m.

Arrivals and Departures from the Co.'s Wharf (near Blake Pier).

For Freight and Passage, apply to

Douglas Lapraik & Co.,

General Managers.

Round Trip Tickets will be issued from Hongkong to Foochow (Pagoda Anchorage) and Return, by the same steamer, by the "Haining", "Haihong" & "Haihing" at the Reduced Rate of \$30.00 including Meals while the steamer is in Port.

KONINKLYKE PAKETVAART

MAATSCHAPPIJ.

Royal Packet Navigation Co. of Batavia.

S.S. VAN OVERSTRATEN

will be despatched on 15th Jan.

For SINGAPORE, PENANG & BELAWAN DELI DIRECT.

Offers excellent saloon accommodation, all lower berths.

English Cuisine, doctor carried, wireless telegraph.

1st CLASS FARE to SINGAPORE \$100.00.

In connection with the Royal Packet Nav. Co.'s (K.P.M.)

services to all destinations in the Netherlands East Indies and

Australia.

Agents:—JAVA CHINA JAPAN LIJN,

Telephone Central No. 1574. York Building, Charter Road.

AMERICAN FAR EAST LINE.

Operated for

United States Shipping Board

By Struthers and Barry, Managing Operators.

REGULAR FAST FREIGHT SERVICE

For San Francisco & Los Angeles from Hongkong

by Direct Route.

23 days to San Francisco 28 days to Los Angeles

U.S.S.B. "West Jester" ... Due Hongkong 13th Jan.

U.S.S.B. "West Jester" ... Leaves Hongkong 16th Jan.

U.S.S.B. "West Prospect" ... Due Hongkong 28th Jan.

U.S.S.B. "West Prospect" ... Leaves Hongkong 31st Jan.

Cargo Accepted for Transshipment at San Francisco to Weekly Sailings for Al-

land Ports. Through Bills of Lading issued to U. S. & Canadian Over-

land Ports.

To Manila, Cebu, Iloilo and Zamboanga.

U.S.S.B. "West Chopaka" ... Due Hongkong 12th Jan.

U.S.S.B. "West Chopaka" ... Leaves Hongkong 13th Jan.

To Manila, Singapore, Zamboanga and Cebu.

U.S.S.B. "West Carmona" ... Due Hongkong 26th Jan.

U.S.S.B. "West Carmona" ... Leaves Hongkong 2nd Jan.

Through bills of lading issued to all ports not served

For Full Information apply to

STRUTHERS & BARRY.

L. Everett, Inc. 1st Floor, Queen's Building.

General Agents, G. P. BRADFORD, Res Agent.

Japan China, Philippine Islands, Indo-China, Straits Settlements & India

Phone Central No. 3008.

Y. K. K.

Yamashita Steamship & Mining Co., Ltd.

Steamship Owners, Shipping & Marine Insurance Broker.

Coalmine Owners, General Coal Merchant.

HOTELS.

HONGKONG
HONGKONG HOTEL: REPULSE BAY HOTEL: PRAM HOTEL
Telegraphic Address: "KREMLIN, HONGKONG."
AND
SHANGHAI
ASTOR HOUSE HOTEL: PALACE HOTEL
GRAND HOTEL KALEE, MAJESTIC HOTEL
Telegraphic Address: "CENTRAL SHANGHAI."
HOTELS,
LIMITED

In association with the Grand Hotel
Des Wagons Lits, Ltd. Peking.

KOWLOON HOTEL.

THE PREMIER HOTEL IN KOWLOON.

First Class Billiard Room & Saloon Bar.

Electric Lift and Telephone to each Floor.
Tel. K.608 & K.609. Cable address: KOWLOON, Hongkong.
Under the personal Supervision and Management of
FRANK L. COOKE, Proprietor.

KING EDWARD HOTEL.

CENTRAL LOCATION.
ELECTRIC LIFTS AND LIGHTING.
TELEPHONE ON EACH FLOOR.
TEL LAUNCH MEETS ALL STEAMERS.
Tel. Central 373. Telegraphic Address "VICTORIA"
J. WITCHELL, Manager.

THE EUROPE HOTEL.

SINGAPORE.
FOR
COMFORT—FOOD—MUSIC—DANCING

Terms:—A la carte or Inclusive.

The after-dinner dances are held every Tuesday
Thursday and Saturday.
Telephones in every room.
The Europe Orchestra plays nightly during Dinner
and for Tillin on Saturdays.

GRILL ROOM

Telegram "Europe, Singapore".
Telephone 2740. ARTHUR E. ODELL,
Managing Director.

NOTICE

"ST. JOAN"

TICKETS Nos. 55, 56 and 57 in 2nd Row of
Dress Circle for THURSDAY, 15th and
FRIDAY, 16th, HAVE BEEN CANCELLED.

Will holders kindly
communicate with

THE ANDERSON MUSIC CO., LTD.

QUEEN'S THEATRE

To-day at 5.15 & 9.15 p.m.
Sunday at 6.00 & 9.15 p.m.

NORMA TALMADGE

In Her Latest Picture

"WITHIN THE LAW"

From the Famous American Play
by Bayard Veiller.

Added Attraction

Today at 5.15 and 9.15 p.m.
Sunday at 9.15 p.m. only.

"THE VERSATILE FOUR"

Messrs. Holland, Hillyard, Sells and Peters.
In Selections from their Repertoire.

No Increase in Prices:

Matinee, 80 cts., 50 cts. & 30 cts.
At 9.15, \$1.20, 80 cts. & 40 cts.

CONSIGNEES

NOTICE TO CONSIGNEES

LLOYD TRIESTINO S. N. CO

The Steamship
"VENEZIA"

From Trieste, Venice, Brindisi,
Port Said, Massaua, Aden,
Colombo, Penang and
Singapore.

CONSIGNEES of cargo are
hereby informed that all
Goods are being landed at their
risk into the Godowns of the
Hongkong and Kowloon Wharf
& Godown Company, Ltd., at
Kowloon, whence and/or from
the wharves delivery may be
obtained.

Optional Cargo will be forward-
ed unless notice to the contrary
be given before 10th instant.

No claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after the 16th
inst. will be subject to rent.

All claims against the steamer
must be presented to the under-
signed on or before the 26th inst.
or they will not be recognized.

All broken, chafed, and damag-
ed Goods are to be left in the
Godowns, where they will be
examined on the 16th inst. at 10
a.m. by our surveyors Messrs
Goddard & Douglas.

No Fire Insurance has been
effected.
Bill of Lading will be counter-
signed by

DODWELL & CO., LTD.
Agents.

Hongkong, 10th Jan, 1925

ADMIRAL ORIENTAL LINE

The Steamship

"PRINCE MADISON"

having arrived from Manila
on 8th January consigne-
es are hereby notified that the
cargo is being landed at their
risk into the hazardous and/or
extra hazardous godowns of the
Hongkong and Kowloon Wharf
& Godown Co., Ltd. at Kowloon &
stored at consignees' risk.

Consignees of Cargo must pro-
duce an Import Permit signed by
the Superintendent of Imports &
Exports, Hongkong, before Bills
of Lading will be countersigned.

All broken, chafed and damag-
ed cargo is to be left in the go-
downs, where it will be examined
at 10 a.m. on 14th Jan., 1925, by
the Company's Surveyor
Messrs. Anderson and Asha.

All claims must be presented
within thirty days of the
steamer's arrival here, after
which they cannot be recognized.
No claims will be recognized
after the goods have left the go-
downs, and cargo undelivered on
and after 15th Jan. 1925, will be
subject to rent.

No Fire Insurance whatever
will be effected.

Consignees are requested to
send in their Bills of Lading for
countersignature immediately.

United States Shipping Board
Emergency Fleet Corporation
Agents.

ADMIRAL ORIENTAL LINE

4, Des Voeux Road,
Hongkong, Jan., 9th, 1925

NOTICE TO CONSIGNEES

AMERICAN & ORIENTAL
LINE.

From NEW YORK

The Steamship.

"MINERIO"

having arrived, Consignees of
Cargo by her are informed
that all goods are being landed
at their risk into the hazardous
and/or extra-hazardous Godowns
of The Hongkong and Kowloon
Wharf and Godown Co., Ltd.,
whence delivery may be obtained.
No Claims will be admitted
after the Goods have left the
Godowns, and all Goods remain-
ing undelivered after 16th Jan. 1925,
will be subject to rent.

All Claims against the Steamer
must be presented to the Under-
signed on or before 23rd Jan. 1925,
or they will not be
recognized.

All broken, chafed and damag-
ed goods are to be left in the
Godowns, where they will be
examined on 16th Jan. 1925 at 10 a.m.

No Fire Insurance has been
effected.
Bills of Lading will be counter-
signed by

THE BANK LINE LTD.
General Agents.

SIMPLEX PARTITIONS

MASSIVE PLASTER PARTITIONS & SUSPENDED

FITTINGS FOR OFFICE BUILDING & RESIDENCES

OF

SIMPLEX STEEL STUDDING

FIBROUS GYPSUM BOARD

FIBROUS GYPSUM PLASTER

INTERIOR FIBROUS PLASTER DECORATIONS.

ALL WORK EXECUTED UNDER EUROPEAN SUPERVISION
BY THE

Hongkong Excavation, Pile Driving & Construction Co., Ltd.

FORMERLY

The CHINO AMERICAN INDUSTRIAL DEVELOPING CO., LTD.

China Buildings, 2nd Floor Tel. Central 3749

THE MUSICAL EVENT OF THE SEASON

Under the distinguished patronage of H. E. The Governor,
Sir R. E. Stubbs, R.C.M.G.

TWO CONCERTS ONLY

CITY HALL

St. Andrews Hall

TO-NIGHT

at 9.15 p.m.

EUGENIE

PREMYSLAV

World Famous Polish Musicians

Assisted by Mr. Harry Ore at the Piano.

VIOLIN—CELLO—PIANO.

Saturday Programme

1. — Violin —

Concerto E-minor.....Mendelssohn

Allegro molto appassionato

Andante

Finale—Allegro vivace

2. — Cello —

Capriccio

Adagio

Menuett con Variazioni

Locatelli

3. — Violin —

Slavonic Dance.....Dvorak

III, IIII.....Hebrew Melody

La Ronde des Lutins Bazzani

4. — Cello —

Menuett.....Becker

Elegie.....Tchaikowsky

Vite.....Popper

5. — Violin & Cello —

Passacaglia (by request) Handel.

POPULAR PRICES, \$3, \$2 & \$1

STAR THEATRE

Kowloon

Monday, January 12

at 9.15 p.m.

LEOPOLD

Monday Programme

1. — Violin —

Sonata G-minor.....Tartini

Moderato Presto Largo Allegretto

Variazioni.....Corelli

2. — Cello —

Suite D-major, (17th century)

Allegro Caix de Herveols.

Prelude Grave

Menuett

Plainte

La Neapolitaine

3. — Violin —

Introduction et Tarantelle.....Sarasate

Nocturne D-major.....Chopin

Souvenir de Moscou.....Wienawski

4. — Cello —

Canzonetta.....Goddard

Andante.....Haydn

Pavillon.....Popper

5. — Violin & Cello —

Prelude.....Gillere

Scherzo.....Gillere

Booking at Moutrie's and The Star.

BOY SCOUTS.

LOCAL ASSOCIATION MEETS.

The annual meeting of the
Hongkong Boy Scouts' Association
was held at the St. John's Cathed-
ral Hall yesterday evening. Mr.
H. R. B. Hancock presiding.
There was a very small atten-
dance which included Scout
Masters and Scout Officers.

Mr. G. W. Sellars, acting Treas-
urer, having read the report for
the year ending September 30,
which showed a balance in hand
of \$14,385.68, Mr. C. Champkin
said that the accounts had been
very satisfactory.

Commenting on the account for the publication
of the Silver Wolf, the official
organ of the local association, he
said that he took charge of the
magazine when he took over the
commissionership on the departure
of Rev. Mr. Waldegrave. To pre-
vent the cost of the Silver Wolf
from being charged to the Asso-
ciation which had formerly borne
the burden, amounting to \$75 per
month, a separate account was
kept. The Association still con-
tributed the \$75 towards the cost,
and owing to this, and to contri-
butions, the magazine had not
only paid for its upkeep but there
was a balance of \$1,623.

About 160 members were
enlisted during the year and
the subscriptions of \$10 each
per annum were equally divid-
ed between the Association
and the Silver Wolf. There
was not an issue every month but
the delay was due to a number of
sketches not being forthcoming in
time. In future it would be pub-
lished whenever possible, this
being probably every six weeks.

The item of the costs for the up-
keep of Pine Woods which ap-
peared in the accounts would not
appear again as the Association
had given Pine Woods to the
Military Authorities which were
paying the costs, but the Associa-
tion would be allowed to make use
of it.

The accounts were put before
the meeting, the president pro-
posing and the Rev. H. C. Moyle
seconding, the motion being un-
animously carried.

Mr. Hancock said that the com-
missioner had not told those pres-
ent of the part he played in the
publishing of the Silver Wolf. It
was due to his hard work and
great thought that it owed its
success.

Election of Officers.

The following officers were re-
elected for the coming year on
the motion of Mr. Champkin: The
Hon. P. H. Holyoak, President, Mr.
H. R. B. Hancock, vice-president,
Mr. G. W. Sellars, treasurer, and
Mr. A. White, secretary. Lt.
Colonel T. A. Robertson seconded
and the votes were carried un-
animously.

The commissioner said that he
would like to record the satisfac-
tory way in which Mr. Sellars had
carried out his work during the
absence of Mr. C. H. Blason. Mr.
Champkin who is leaving the
Colony at the end of the month
welcomed Lt. Colonel Robertson
into the Association as acting
commissioner till the return of
the Rev. Mr. Waldegrave. He
expressed the hope that he would
again take up his scouting activi-
ties on his return to Hongkong.

A vote of thanks to the chair-
man, proposed by Mr. White
brought the proceedings to a
close.

ENTERTAINMENTS.

TODAY

at 2.30, 5 sharp, 7.10 and 9.15

FINAL PERFORMANCES

of

MERRY-GO-ROUND

Tomorrow at
6, 7.30 and 9.15

MARY PICKFORD

— in —

ROSITA

THE CORONET

Last Time To-day **THE STAR** 5.30 and 9.15

5.30 TO-NIGHT 9.15

JACK PICKFORD

— in —

"The Hill Billy"

A Thrilling, sensational, exciting rural
melodrama

Starting To-morrow

JACK HOXIE

— in —

"The Western Wallop"

LAST CHANCE TO SEE

The Greatest Jewel Production

"MERRY-GO-ROUND"

(In 11 reels)

featuring

MARY PHILBIN, NORMAN KERRY AND OTHERS.
It is your last opportunity to see this great production. The
greatest love story ever told. You've never seen a picture
like this. It's a picture you'll never forget.

Final Show To-day, 5.15 & 9.15 p.m.

Don't Miss It

Starting To-morrow, 6 & 9.15 p.m.

F. B. O.

pr sents

CARMEL MYERS

— in —

"THE LOVE PIRATE"

A fascinating story of romance, thrills, adventures, intrigue
and suspense.

To-day till Sunday, 2.30 & 7.15

The Latest Chinese Production

"TWO VALIANT BROTHERS"

(In 10 reels produced by Commercial Press Co.)

Also

"MR. NOBODY" (Ep. 12)

World Theatre

R.N. & R.M. BOXING MEETING

MURRAY BARRACKS.

CHAMPIONSHIP MEETING

TO-NIGHT (SATURDAY), January 10th.

FIGHTING STARTS--8 p.m.

BOOKING AT

MOUTRIE'S.

\$4, \$3 & \$2.

ADMISSION TO UNNUMBERED SEATS

CIVILIANS 40 cents.

NAVAL & MILITARY RATINGS 20 cents.

Printed and Published for the Proprietor by Frederick Port
Franklin, at 11, Ice House Street, in the City of Victoria, Hongkong.